

WHOLE No. 258

CLEVELAND, OHIO, SATURDAY DECEMBER 19, 1914.

SIX MONTHS, 50 CENTS.

I. W. W. Correspondent Observes Some Typical Class Attitudes at Denver Investigations of Industrial Commission

of Industrial Commission

(Special to Solidarity)

In spite of the unusual chance offered to witness an exposure of espitalist power in Colorado by the workers of this city and state, it is with a feeling of almost sadness that a class-conscious worker sees so few of his fellows present at the sittings of the Federal Commission on Industrial Relations, especially when we remember the almost unbounded indignation expressed throughout the country early in the present year.

Early each morning about 15 members of the 1. W. W. wend their way to the Capitol to the senate chamber, and there also sit as a commission, watching to the senate chamber, and there also sit as a commission, watching to the senate chamber, and there also sit as a commission, watching forces the state represents.

First comes Governor Ammons, who, by showing that the coal trike was carried on by organizations national in scope on both sides, proved his inability to deal with the situation. He also proved the contention of the I. W. W. that industry has no relation to geographical lines, and that labor must therefore organize along the lines of industry, and not by arbitrary districts, as in the case of the U. M. W. A. The governor advocated the passage of federal laws to handle the situation, which ought to be a sufficient hint to obtain control of the mines, they must also act as a unit in a National Industrial Union of Minest.

A National Industrial Uni

the contract with charge and the contract of the colorado Fuel & Iron Co.'s properties.

The humorist (unconscious) of the investigation is a Mr. w. Curtiss, a small coal operator, running again true to type, with all phe ear-marks of the petit-bourgeois. Yes, he had a contract with the U. M. W. A., but did not benefit from same, but had submitted othrough necessity. Commissioner Garretson here, through questioning, got Curtiss to state that the miners should be disciplined by their officials in order to make union labor profitable to the phese. Curtiss could not understand why the big coal operators and no trouble in obtaining cars during times of good demands and not rouble in obtaining cars during times of good demands of the contract with the union and join the Coal Operators' as association. With eloquence he insisted that the interests of the small operator must be conserved, if the "great public" is to be fully protected in its rights.

The joke of the Commission was our future governor, Carlon, appointed by the C. F. & I. Co. For an hour he sat and talked if lawel laws! like a devout Christian telling beads, or a Hindu tolling a prayer-wheel. As a matter of fact the coal companies of lawer of the coal operators, these coaled by industrially organized labor; enforced, not those enacted by industrially organized labor; enforced, not those enacted

SHAFTER CASE—QUICK ACTION NEEDED

Once more the hired rope greasers of the capitalist class are busy. Now it is the life of Fellow Worker Shafter that is at stake. Again we are called to the defense.

In charging Fellow Worker Shafter with murder, the lick splittles of Capital have virtually declared:

In charging Fellow Worker Shafter with murder, the lick splittles of Capital have virtually declared:

2nd. That it is not a crime to kill an I. W. W. man.

3rd. That it is not a crime to kill an I. W. W. man.

4th. That any harvest hand can be robbed and killed and the law will protect the third and make him star witness against the worker in court.

5th. That the best way to avoid trouble, after the harvest, is to mail your money—50 per cent. to the proper state and county officials and 50 per cent. to the highwayman operating in that district—and then shoot yourself.

As every man who ever worked in the harvest knows, there are two types of men who follow the ripening grain—the worker and the one who works the worker, i. e., the highwayman a small stake is made, not anough, though, to smoke the worker to pay his fare to the larger cities. He, therefore, "beats it" back the way he came.

On the road, at lone water tanks, the highwaymen operate

came.

On the road, at lone water tanks, the hishwaymen operate and there hold up the returning harvesters. This has gone on for years without the interference of the state or county officials.

Now the Shatter case. The train upon which Shafter and his llow workers were traveling was side-tracked at Chelsea, Mont. All the walking along side of the standing cars an I. W. W. man recognized two men who had held him up a short time before.

(Continued On Page Four Cols. 1 and 2)

STIRRING APPEAL FOR BUTTE MINERS PROGRESS OF

The following stirring appeal, sent to various labor bodies, by the Butte Mine Workers' Union, should receive the earnest utention of every I. W. W. militant at the present time. Although axed almost to the limit with struggles of our own, we should try to do something if possible for this fighting bunch in Butte:

Cutters of Vinalhaven, Maine, Give Clear and Reasons Why There Should be One Union Only In That Industry.

price following cluring any angular and the present time. Although the Worker Minister.

Butta, Ment, Dee S, 1914.

Butta, Ment,

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Managing Editor

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FURUSETH'S "WATCHFUL WAITING" AND HIS WONDERFUL SEAMEN'S BILL

The "Coast Seamen's Journal" (A. F. of L.) of San Fran-co, quotes the following from Art Young, in the Metropolitan

WATCHFUL WAITING

Magazine:

WATCHFUL WAITING

Twenty years is a long time to wait, but to wait that long and not get it, is, to say the least, discouraging. It looks at this writing as if the La Follette Seamen's bill would not become a law during the sixty-third Congress, and it also appears that the case of Andrew Furuseth, president of the International Seamen's Union, representing some 16,000 members, could be put down as the most noteworthy illustration of watchful waiting in the history of national legislation. For twenty years (since January, 1884), this tall Norseman has been to get a lose in familiar figure at the March 18 mission has been to get a lose in a familiar figure at the work of the most noteworthy illustration of watchful waiting in the history of national legislation. For twenty years (since January, 1884), this tall Norseman has been to get a lose in familiar figure at the history of the simple to book that will spell justice to said was a pit of the shipping trust lobly, the most property of the said of the simple part of the simple to book that will spell justice to said way the of the shipping trust lobly. That was March 3; on March 4 Mr. Taft went out of office with the bill in his inside pocket. He forgot (?) to sign it. Last August it passed the sixty-third Congress, and Furuseth began to see his dream coming true. They informed him, however, that the bill would yet have to go to the Senate Commerce Committee for further consideration, and asked him to please wait in the anti-room till it came out. As he waited a procession of Great Lakes' vessel owners and lawyers passed into the committee-room. Andrew Puruseth is still waiting. Twenty years trying to give a the one protect sailors and the traveling public, but in two days the one billion dollar emergency bill is passed to protect the financiers of Wall Street.

The first question that will come to a rebel's mind after reading the above is, What's the use of all this "watchful waiting" did? 20 years to get an apparently worthless labor law on the books, taly to be disappointed once more in the seeming "hour of vice Sty."? Then again, our meditating rebel will inquire further: "What kind of a genius is this Andy Furuseth, anyway, to spend. "What kind of a genius is this Andy Furuseth, anyway, to spend. "Stated of putting in that time trying to read a worthland that the state of the state of

is supposed to represent.

But, fortunately, it is not necessary for our rebet to end his investigations at this point. Let him, rather, pick up a copy for the "World's Research Bill". Says Mr. Hendrick in part. which among other things throws an interesting side-light upon his self-same. Search and provided the second of the same shows the second of the second of

the English language. American vessels in the Pacific employ Chinese crews; they are capable and industrious seamen, and Chinese crews, all Mr. Schwerin's competitors on the Pacific user here same Chinese crews, and pay Asiatic wages. In addition all receive governmental subsidies. For ten years, Mr. Schwerin's Pacific Mail has hardly made its operating expenses, and, of course, has paid no dividends. The Wilson bill, which had afready passed the House, and which would have excluded Asiatic labor from American ships, was purely a trades union measure. Its author, Andrew Furuseth, was quoted by Mr. Schwerin as having made this remark: 'Mr. Schwerin, I do not care if there is not an American ship on the Pacific occun'; I shall do every fifth the competition of the

United States government is not using white crews. They are using Fillipinos!

"To any one familiar with the history of American shipping, there are humorous aspects to this congressional curiosity, expressed in frequent investigations, as to why we have none. Congress heed not necessarily go outside of Washington for historic more continuous of the historic attitude toward American the more continuous of the legislation of no country contains anything more remarkable than the American navigation laws. Since its first session one hundred and thirty-five years ago Congress has been constantly tinkering with this theme. Only the specialist in the subject can possibly follow its gyrations. Jeew men can say of hand just what our navigation laws are; Congress is constantly repealing and adding to them; dozens of new measures find themselves upon the calendar every session. Just take, as a sample the navigation laws as they existed in Isone and the messed the utter collapse can be considered the continuous con

sel she could not sail under the American fag. Three-quarters, that is, must be undiluted American; the one-quarter foreign was syraciously pardoned.

"It needs no soothsaygr to prophesy what effects laws like these, and innumerable others, would have upon ships under the American flag. Plenty of American captains, who have sailed under them, bear abundant testimony. Especially valuable in this connection is Captain Robert Dollar, of the Dollar Line, out of San Francisco; Captain Dollar has ships sailing under both the American and the English flags and so can make the most of San Francisco; Captain Dollar has ships sailing under both the American instead of a foreign disparation. The sail of the sail ship in his fleet, and figured out flags, American laws insist that he shall keep a third licensed sassistant capiners at 880 a month—an expense foreign owners can secape. He has to have three men regularly employed as oilers at \$50 per month each—whereas on foreign ships storekeepers, donkeymen; and other employes do the oiling. On his American history is the state of the sail of the

New Attitude Of Unemployed

New Attitude Of Unemployed

In all large cities and industrial centers, the unemployed are receiving the solicitous consideration of the capitalists and usper classes. Where formerly the unemployed were given scant consideration, in fact, were brutally clubbed and imprisoned, now all sorts of expedients are being devised for their relief. The agencies that once subjugated them are now hastening to help the devised for the relief. The agencies that once subjugated them are now hastening to help the devised for the relief. The content of the

the capitalist class.

Win. C. Owen, of "Land and Liberty," wants the revolutionists of the world to definitely fix the responsibility for starting the great war; and then dig into the guilty person on particular the make him or them suffer for their sline person of the sistence at this late day in view of the rich of the sistence at this late day in view of the rich one another with the most up-to-cate weapons of torture, and digging graves for their fallen dellows? Owen himself thinks the German Kaiser and his military party should be held responsible. We might quote numerous opposition opinions, that seem equally convincing, or rather unconvincing. This idea of the omnipotent superman is getting tresome; how, for instance, could the Kaiser drive seven million Germans to war, if the most of them were not willing war victims? The responsibilities in in the last analysis, rests upon the lack of perception and concerted action of the mass of European people. So far as revolutionists have any influence, that should be directed toward promoting that perception and concert of action against war, and not in trying to discover an alloi.

The angents theoriest make much nowadays of their dogmans.

The anarchist theorists make much nowadays of their dogma of "non-invasion." They insist that they are ready to fight to the last ditch against the "invader," but will not be guilty of invasion themselves. Quite a few of them, therefore, including Kropokkin, insist that since Germany appears as the "invader" in the present war, she should be driven back into her own boundaries and left there, probably to nurse her sore finger and get ready for another fight (though the anarchists do not mention this latter" consumers that the contract of the contract o

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FROM JOE HILL
Salt Lake County Jail, Nov. 29.
Editor Solidarity:

I see in the "Sol' that you are going to issue another edition of the going between the going to issue another edition of the going good work for the cause; and going to increase the going to issue the going to issue the going to issue the going to issue another edition of the going good work for the cause; and going another edition of the going good work for the cause; and going another edition of the going good work for the cause; and going good work for the cause; and going another edition of the going good work for the cause; and going good work for the cause; and going good work for the going going to going the going to

JOHN PANCNER

I.W. W. MEN BRING **BOSS TO TIME**

At this moment two more crooks were seen cleaning and loading their guns. Thinking it best the I. W. W. relieved the crooks of their guns. The I. W. W. men ordered them so hand over their guns. The I. W. W. men ordered them so hand over their guns. The I. W. W. men ordered them so hand over their guns. The I. W. W. men ordered them so hand over the guns and they ordered them so hand over their guns. The I. W. W. men ordered them so hand over their guns. The I. W. W. men ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so hand over the guns and they ordered them so the so that the guns and they ordered them so the so that the guns and they ordered them so the so that the guns and they ordered them so the so that the guns and the

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Construction Workers' Local 147, of San Francisco, has moved head-quarters from 3345 Seventeenth St., to the hall of the Marine Transport Workers at 9 Mission St. Address all communications to new place.—C. G. Anderson, Acting Sec'y.

Lectures under the auspices of N. Y. "Industrialist Propaganda to the half of the Marine Transport Workers at 9 Mission St. Address all communications to new place.—C. G. Anderson, Acting Secy.

Local 341, R. R. Construction Workers, is still on the map. All rebels coming to Chicago are invited to give us a call. We expect to have a larger half shortly. Speakers are plentiful, and we intend to now meeting the map of the present of the Brotherhood of Metal plentiful, and we intend to now meeting the map of the Brotherhood of Metal plentiful, and we intend to now meeting the map of the Brotherhood of Metal workers, and the present of the Brotherhood of Metal Swindley, Sec'y, 729 Wash. Blvd. Chicago.

Sec'y G. A. Schiller.

Sec'y G. A. Sullivan, of the Los Angeles Propaganda League, telegraphs to Solidarity, that all logals should be on the lookout for the former secretary, Tom Fitzgerald, who disar peared on the night of Dec. 14th, with some of the League's money.

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Advance to Industrial Control."

Advance to Industrial Control."

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