

The Marine Transport Workers.

The present status of organization among the transport workers of the Atlantic Coast and the country as a whole we might say, is deplorable.

New York, the economic heart of the continent and the most important seaport 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, and this at a time when extreme distress for the working people of this industry stands right before the door.

Something must be done to relieve this situation and alter the conditions.

New York being the heart or 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—aye, for the rest of the world. But instead the transport workers of New York are in such a shape as to exert a decidedly demoralizing effect upon the fellow-workers in the same industry throughout the world.

Summing up the conditions concisely in regard to New York, we find that out of perhaps 150,000 marine transportation workers there are at most 10,000 organized. The large body, the 140,000 are unorganized.

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

The Marine Engineers' Union.
The Cooks and Waiters Union.
Two Longshoremen's Unions.
The Sailors and Firemen's Union of the Atlantic.
The Eastern and Gulf Sailors' Association.
The Teamsters' Union,
and finally

The National Industrial Union of Marine Transport Workers, I. W. W.

Of the above named Unions one may immediately, without further comment, be dismissed as a joke, namely the "Eastern and Gulf Sailors' Association."

The remainder, possibly with the Marine Engineers' Union are only skeleton unions. This applies also, we must admit, to the N. I. U. of Marine Transport Workers, I. W. W., which, however, has a larger membership than the others, and is national in its scope, having locals in all the principal ports of the country.

As for the form of organization of these unions they may all—with the exception of the newly organized National Industrial Union of Marine Transport Workers—be classed among the obsolete and antiquated group of craft unions. They are limited to one particular branch of the industry, while the I. W. W. organization—the N. I. U. of M. T. W.—is built to absorb and include all marine transport workers, not only of New York, but of the whole country.

In regard to the final aims of these unions, the I. W. W. National Union again differs fundamentally from the rest. While the former not only aims at improving the conditions of the workers by raising wages and shortening hours, but also intends to take entire control of the industry through the organization, the others are only futile and stranded attempts at maintaining existing conditions, without any real prospect of ever improving them. The others are based on a silent acquiescence in and contentment with the present form of society.

When it comes to tactics or fighting methods the difference between the I. W. W. Union on the one side and all the others on the other side, is equally pronounced. The fighting methods of the old unions are to well known to need any extensive comment. They consist principally in the gathering of funds in an expensive manner, and in long drawn hunger strikes, which have finally landed the workers of this industry where they now are, that is, in dire distress.

The I. W. W. Union, being so recently organized, out of the remains of an old union, has, although numerically comparatively strong, as yet had no opportunity to display its fighting methods and tactics. Be it enough to say that its tactics will be the same as those of the general organization, the I. W. W. This means the abandoning of all hopes of improvement through politics and other kinds of indirect action, and resorting to direct action, which means exerting pressure through the power of organization, with individual participation of all members. Nor does the National Industrial Union of Transport Workers propose to run on the rocks of failure through hasty, wildcat strikes. It proposes to complete and strengthen the chain of organizations, until the day comes when it may be deemed practical and advisable to tighten it and strangle the power of the Masters that rule us.

The only union with a future in the marine transportation industry is the I. W. W. The workers as a whole have lost hope and confidence in the old unions from long and bitter experiences. None of the old unions will again be able to gather any significant number of workers. Only a few thousands, who stubbornly cling to the past in spite of its failures, will for a time yet form a guard around their dead ideals.

The future belongs to the I. W. W. Union, whose principles, aims and tactics are in these days spreading round the whole world like a prairie-fire. It is simply a wonder how these new ideals are transforming the laborworld of all countries, inspiring the workers with new hope, new enthusiasm, and new energy for action.

It is indeed highly gratifying that such a great number of American transportation workers have already formed an I. W. W. organization. But we want a few thousand more intelligent workers to join us. After that the less intelligent will be compelled to join us.

With sincerest hopes of hearing from you at our headquarters, we remain,

Yours for a free working class,
NATIONAL INDUSTRIAL UNION OF MARINE TRANSPORT WORKERS,

C. L. FILIGNO,
National Secretary-Treasurer,
214 West St., New York, N. Y.

HEADQUARTERS: 284 Commercial St., Boston, Mass.; 29 Church St., Norfolk, Va.; 307 N. Peters St., New Orleans, La.; 121 Catherine St., Philadelphia, Pa.; 9 Mission St., San Francisco, Cal.; San Pedro, Cal.; 211 Occidental Ave. (rear), Seattle, Wash.; 110 So. 14 St., Tacoma, Wash.; 422 Cummings Ave., Superior, Wis.

S. P. Strike.

Twenty-four months TOO LATE the Federated Unions on the trains of the Southern Pacific Railroad have gone on strike on the New Orleans-El Paso Division of that alleged "System" and the entire Division is to-day, Nov. 16th., tied up completely. For more than 1,000 miles there is "nothing doing" and the rank and file of the Unions are showing a splendid fighting spirit all along the line. Only two passenger trains, manned by scabby petty officers, have left New Orleans since the strike began three days ago and these scabs have already met with one disaster and all of them are about worn out in their "loyal service" to the master class. The boys chose a bully time to call the old hyena, for the strike was called right in the middle of the Louisiana sugar season and all the businessmen are yelling their heads off for a settlement in which they have been joined by the alleged "Constitutional Convention of the State of Louisiana," which is now in session cooking up new schemes to help the Bankers rob still more hardly the people who they have already reduced to rags and beggary. Evidently the strike broke out before Hammer 'emdown Garretson and Safety Valve Lee and the other bosses of the Unions could fix it otherwise, but there are already indications that things are being oiled up on high to shun the rebellion, which was brought on by driving the men and double-crossing them thru a new "efficiency system," into a "settlement" instead of the victory the rank and file have already won. We said the strike came twenty-four months TOO LATE, and we MEAN IT, for the train organizations should have gone out over the entire Harriman System twenty-four months ago when the Shopmen's strike was called and not waited and dillydallied while their enemies were filling the shops up with scabs and crushing the revolt of the Shopmen. This, from talks with the boys, they all think should have been done, but they, like all other American workers, don't seem to think they have any right to move, even in defense of their class, until some High-Muck-A-Muck of a "Grand Chief" or other "gives" them "permission" or orders to do so.

Even NOW it is not too late to call the great GENERAL STRIKE that is being agitated by Fellow-Worker Carl Person to cover the entire Harriman System and we advise the boys to call it, and call it NOW, and to include the infamous SANTA FE SYSTEM in the proclamation of war.

WHAT DO YOU SAY, BOYS? LET'S CALL IT AND LET'S SHUT DOWN ALL THEIR RAILROADS, SAWMILLS AND SUGAR FACTORIES UNTIL THEY RECOGNIZE OUR POWER AND CEASE THEIR CRIMES AGAINST OUR CLASS!

ON WITH THE GENERAL STRIKE!!!!

Rosepine Meetings.

Local 396, Rosepine, La., meets every Sunday. 2 p. m. All rebels passing this way are invited to drop in.

J. H. FLETCHER, Sec.-Treas.

Live Wires.

Fellow-Workers:
Local 88 has moved to a fine location in Florence, Oregon, where all workers are welcome. Fine reading room; a good place to make your headquarters during the winter. Fishing and game plentiful; close to new road building in to Marshfield. Baggage checked without cost, and inspection cordially invited.

ED. ROSS, Secretary,
Construction Local 88, I. W. W.

Texas Manhunters Scared Stiff.

That a handful of I. W. W. men could scare Huerta, Kirby and Co. stiff with fright and send them crazy for innocent blood, seems to be impossible at first glance, but all the news coming up from San Antonio and other points in that alleged "Democratic" State proves that this is the case beyond a shadow of a doubt, for these human bloodhounds are howling for the conviction and death of Cline, Rangel and their companions on the ground that one or two of the alleged arms smugglers are I. W. W.'s. and that, "unless the I. W. W. is nipped in the bud" it will soon have all the peons of South Texas in revolt against their inhuman exploiters. Great, indeed, is the compliment our enemies pay to the "dead I. W. W.!"

What could we not do, you rebels of the working class, by now presenting a solid front to the plunderbund and assaulting its power all along the line? The world is ours in our day if we will but unite and make a general attack upon our oppressors. See from the following letter what is the power even now of the fighting I. W. W.

"In this trial, as in all other trials involving the principles of industrialism, the class conscious organizations will be clothed with all imaginable horror, conceivable to the tainted capitalistic minds of the masters' hirelings. In this case the State seems to rely upon the fact that the Defendants were found to be possessed of a red flag, and certain industrial literature, as grounds for conviction, and does not seem to put much stress upon the real offense alleged to have been committed in Dimmit County. Much has been done to weaken the already embarrassed Defense by the Moving Picture Shows and Newspapers of this section of the State. The Newspapers have done much to inflame and prejudice the well meaning, but ignorant, public against these workers. The Moving Picture Shows have been so generous and obliging in their kind and considerate effort to enlighten the people as to the status of the Defendants, that they have put themselves to much expense and pains to obtain a moving picture film of the unfortunate Defendants while they were being paraded, bound in chains, both hand and foot, from the railway train to the Prison, and vice versa in their recent journey from County Seat to County Seat in an enlightened (?) republic in search of justice (?). These films have been reproduced in the various Moving Picture Shows of this City for two reasons, first, is that cardinal reason, that prompts all exploitation, "to make money," second, is the most inhumane reason of the two, in order that they might prejudice the public mind against these unfortunate, but innocent, comrades and fellow-workers; innocent, because all are innocent until proven guilty. Unfortunate, indeed, are the men who find themselves opposed to and standing in the way of the capitalistic thirst for profit, as were these Defendants at the time of their arrest."

"The fight is on! On with the fight!"

Southern District Demands

Wage Scale for Loggers and Saw Mill Workers.
Join the One Big Union.

Initiation Fee, \$1.00; Dues 50c Per Month.

National Industrial Union of Forest and Lumber Workers, Southern District.

Demands:

We demand an eight-hour day.
We demand that eight hours be the working day from calling out in the morning until return at night.

We demand abolition of discount system.
We demand that all men shall be hired from Union Hall.

We demand that \$2.50 per day, or \$50.00 per month and board, shall be the minimum wage for all employes in the logging or railroad camps.

We demand 75 cents per thousand, or \$4.00 per day per man, 11,000 feet to constitute a day's work, for log cutting, stumps 36 inches high.

We demand a 50 per cent. increase in the pay of Tie Makers, Stave Mill, Turpentine, Rosin and all other workers in the Lumber Industry and its by-product industries.

We demand that overtime and Sunday work shall be paid for at the rate of time and a half.

We demand that all delegates or organizers shall be allowed to visit camps and mills.

We demand that injured workmen be given immediate attention.

We demand that the hospital fee be paid to the Union and that the Union shall take care of all the sick and injured through this fund, or that the men be allowed to elect the doctor and have a voice in the management of the hospital and insurance fund.

We demand that all settlements for injuries shall be conducted in the presence of a committee from the Union.

We demand that pure, wholesome food be served at company boarding houses.

Cooks and other employes shall not be allowed to work on a percentage basis.

There shall be one waiter or waitres for every 30 men at the table.

We demand that maximum price of \$5.00 per week for board shall prevail.

We demand that the double deck bunks be taken out of all the bunk houses and that beds with springs and mattress be installed in their places.

We demand that dry rooms and bath rooms be installed in each camp.

We demand that the pig pens be kept 300 feet away from the cook houses or bunk houses, and that up-to-date sanitary systems be immediately established in all lumber towns and camps.

GET BUSY!

Begin Organizing NOW and make a report each month of members in good standing at each Local and the vote of all UNION and NON-UNION workers, white and colored, native born or foreign in favor of these demands, and a GENERAL STRIKE to enforce them. DOWN WITH PEONAGE!

For further and full particulars, address:
JAY SMITH, Secretary,
Box 78, Alexandria, La.

DERRY MEETINGS.

Meetings of Local No. 402 every Sunday afternoon at 2 o'clock, at Derry (La.) school house; business of importance discussed and all good members will give us a hand in building up Local. PAUL DERBONNE, Secretary of Local 402.

CLUBBING LIST.

THE VOICE,	AND—		
SOLIDARITY	One Year	\$1.50	
WOODEN SHOE	One Year	1.50	
I. S. REVIEW	One Year	1.50	
THE REBEL	40 Weeks	1.00	

THE PREAMBLE.

The working class and the employing class have nothing in common. There can be no peace so long as hunger and want are found among millions of working people, and the few, who make up the working class, have all the good things of life.

Between these two classes a struggle must go on until the workers of the world organize as a class, take possession of the earth and the machinery of production, and abolish the wage system.

We find that the centering of the management of industries into fewer and fewer hands makes the trade unions unable to cope with the ever-growing power of the employing class. The trade unions foster a state of affairs which allows one set of workers to be pitted against another set of workers in the same industry, thereby helping defeat one another in wage wars. Moreover, the trade unions aid in employing class to mislead the workers into the belief that the working class have interests in common with their employers.

These conditions can be changed and the interest of the working class upheld only by an organization formed in such a way that all its members in any one industry, or in all industries, if necessary, cease work whenever a strike or lockout is on in any department thereof, thus making an injury to one an injury to all.

Instead of the conservative motto: "A fair day's wage for a fair day's work," we must inscribe on our banner the revolutionary watchword: "Abolition of the wage system."

It is the historic mission of the working class to do away with capitalism. The army of production must be organized, not only for the everyday struggle with capitalists, but also to carry on production when capitalism shall have been overthrown. By organizing industrially we are forming the structure of the new society within the shell of the old.

Red Cross Drug Store

Tenth and Jackson Streets—Opposite Union Depot

PHONE, NUMBER 212 ALEXANDRIA, LA.

Complete Stock of

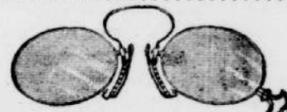
Drugs, Medicines, Drug Sundries and Toilet Articles

Our Prescription Department is in Charge of Skilled Registered Pharmacists, and only Highest Grade Materials Used.

Mail Order Filled Immediately on Receipt.

Safe Delivery by Parcels Post Guaranteed.

No Order Too Small for Our Best Attention and Service.



FRANK F. VANN
WATCHMAKER, JEWELER AND OPTICIAN

We are Specialists on Repairing Fine Watches

The Watches We Repair Keep Perfect Time
WATCH INSPECTOR ST. L. I. M. & S. RY.
10th and Jackson Streets, Near Union Station
ALEXANDRIA, LA.