

OF THE GREAT OPERATORS—THE COMPLAINT OF THE BUSINESS INTERESTS, DID NOT REACH THE EAR OF THE PEOPLE'S SERVANTS, THE LEGISLATURE.

Mr. J. H. Fish, the attorney for the Illinois Central, appeared and although it is his duty to speak in defense of the road is not to be taken as an endorsement of the conduct of the legislature, he was before the committee for the purpose of these things. He stated that the Illinois Central had been ordered to operate the road and that the Illinois Central had been ordered to operate the road and that the Illinois Central had been ordered to operate the road.

Judiciary Committee, House of Representatives.

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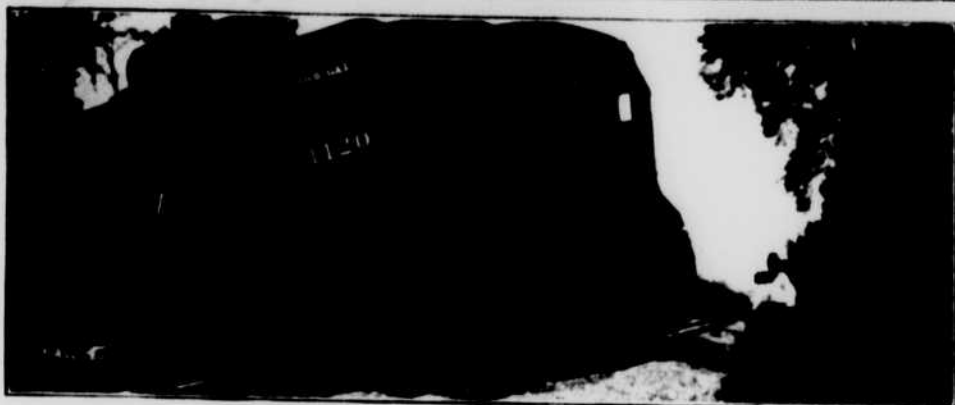
INDUSTRIAL UNIONISM

BY FRANK BOHN.

The motto of industrial unionism is—**the union of all workers in an industry; all industries in one union.** The question is not what to do, but what kind of production to do. Industrial unionism has been developed to meet the conditions confronting the workers since the coming of the great machines and the organization of the trusts.

The revolutionary industrial union is ever active, always fighting. The prosperity of a modern labor organization is measured by its activity. Activity for improved conditions or against the lowering of existing standards of living means that the membership is in arms against the exploiters.

Action against exploitation requires agitation, publicity, strikes, boycotts, political forces—all the elements and expressions of discontent. Discontent is life. It impels



THE NEW ORLEANS FLYER.

Several years ago, when the Illinois Central used to do real railroading, back in the days when Fish was director of the system—that line was one for real service and efficiency. But since the strike of the shopmen Illinois Central trains have not done as much flying on the rails as in the ditches. This is a picture of engine 1120, which was pulling train No. 4. The train is to be seen in the picture below. Note that the tender of the engine is off the track.



Here lies Illinois Central train No. 4. The train was pulled by the engine shown at the top of the page. While running at a high rate of speed, a part of the underlugging mechanism of one of the coaches fell to the ground. The result is best explained by a close observation of the picture. Note how the heavy passenger coaches are smashed, and how the roadbed and heavy steel rails are torn up. The Illinois is the road of poor service and dangerous equipment.



NUMBER NINETEEN.

Illinois Central train No. 19 is one of the company's so-called fast trains between Chicago and St. Louis. Since the strike of the shopmen the company has been unable to run any of its trains very fast, but has been very successful in running them off the track and right of way, as well. This is one of the wrecks which occurred at Melvin, Ill.



THE DINKY'S LAST RUN.

This picture shows the roundhouse and turn table at East St. Louis, Ill. A little dinky engine ran away from the stabs employed there and made its way into the turn table pit, where it was so badly damaged as to be unfit for future railroad service.

action. Contentment means stagnation and death.

The Western Federation of Miners. As an example of what industrial unionism can do we shall briefly trace the history of the most suc-

cessful of all American labor unions, the Western Federation of Miners. It was organized in 1892 for the purpose of bringing together all the workers in the industry of metal mining in the United States. It united the man who used the