



## LET'S BE PREPARED!

On the 1st of next July the agreements entered into by the shipping companies with the three big Unions of Sailors, Cooks and Stokers will come to an end. It will then be up to us either to hold the companies to the terms already made or get them to enter into new contracts with us. For sometime past each Union has been busy outlining the basis upon which to make such new contracts.

As far as the Firemen's Union is concerned, the prevailing opinion is that for the present it shall demand that its members above all be respected as men and not treated like brutes nor as they have been treated and are likely to be treated, unless the companies see fit to change the evil conditions which give rise to GRAFT, DISCRIMINATION, and DOMINEERING.

It's hard to find a task more exhausting than that of the Stoker. He has to manipulate exceedingly heavy tools and to exert all his strength in a stifling atmosphere. The men that are most robust grow thin and fall ill. They have to have muscles of steel, wiry nerves, and lungs like bellows in order to be able to withstand the excessive heat of the giant furnaces for four consecutive hours. Often the strongest men fall over, doubled up with cramps, for lack of proper nourishment, drinking of too much ice water, and the excessive heat.

The Sailors live a poor old age and those that do can't continue in the work they know best. And for these men there is no chance to expand. It's from the stoke-holes to the sleeping quarters and back again to the stoke-holes, and upon putting into port they can barely jump ashore. If any of them marries and surrounds himself with a family, all the burdens that a family brings will weigh him down while none of its pleasures will be his to enjoy.

Naturally it's on board ship where the Stoker must seek his betterment, since it's there he spends the greater part of his life. On the majority of the ships now the Stokers are treated worse than beasts or burden, since these are at least given enough to eat to supply them with the strength necessary to perform their tasks. Their quarters are made comfortable and healthy in order that they may rest well and recuperate their strength instead of falling ill. On the other hand the Stoker, as has been said, is allowed to go unfed, uncovered, and uncared for. Why there are pig-pens cleaner than the sleeping dens furnished the Firemen aboard ships. They haven't any tables on which to eat, and the pieces of tin given to serve them as plates are rusted and cracked. They get cheap food or remnants and only a little of that, plenty enough to sustain a boarding-house dandy or a top, but not a man of iron who has to resist the broiling heat from the furnaces and the drafts from the ventilators. And if the Stokers complain nowadays all they get is a cuff and a damn.

The Marine Firemen therefore have fought it best to regulate their treatment and the provisions that are to be supplied them having the "companies" specify the amount and the quality of food to be served up. This is a demand, a necessity, a right which cannot in justice be denied by anyone having a heart and a conscience. The less that a man can ask for is proper food and proper lodging.

The task of the Sailor is also arduous and dangerous, and it's more than right that they too be given every possible betterment in their work. They too need proper nourishment and clean and comfortable sleeping quarters, wherein to rest up from their fatiguing labors.

The question of food for the Cooks being already solved, they are at liberty to look for other benefits, and about these they are at present concerning themselves.

The improved conditions we are going to demand are so just and indispensable that we trust they will be conceded us without any trouble at all. How courageous companies refuse us the treatment which we are worthy of by reason of our having

In the United States 80,000 children are toiling out their lives in the textile mills alone. In the South they work twenty-four hours shifts. They never see the day. Those on the night shift are asleep when the sun pours its life and warmth over the

## TRANSPORT WORKERS OF AMERICA

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## SITUATION AT BALTIMORE

By CHAS. H. SHERATON.

On Wednesday, the 15th, the Baltimore Copper workers, one of the plants owned and operated by the Guggenheim copper "trust", experienced its first strike. About 1,000 men walked out. These were principally "unskilled workers", whose wages average \$1.00 for a 10 1/2 hour day. They ask for a 5¢ increase and reorganization. There are seven furnaces at the plant, of which only one is now working.

Thursday morning some 50 men were induced to return. The same day a riot occurred at 5 P. M. in the neighborhood of the works at Canton. Conflicting stories as to the cause were told, but it is stated on good authority that the instigators of the riot were the special police, whose chief ambition is to convince the companies of their unfitness and have the strike continue so that they can keep on drawing their salaries.

About 600 men and women were mixed up in the fight. Many of the strikers were beaten and several women were injured. Bricks were flying and a number of the police were struck. Some 70 shots were fired and three men shot, two seriously. The wounded were rushed to hospitals and 25 or 30 workers were arrested. An endeavor was made to see the arrested men the night of the trouble but the police refused admittance to Attorney Jackson and the Organizers of the National Transport Workers. The following morning the strikers were fined from \$5 to \$25 and costs, except a few who were remanded at \$1,000 bail.

Next day the Baltimore Copper Works leased fifteen acres of ground around their works, notices being stuck up every few feet warning trespassers off the property. Two hundred special deputies were sworn in, controlling the place with Winchester rifles, bayonets attached. On the roof of the main building of the plant an enormous search light was erected and platforms were built, on which guards armed with loaded rifles are patrolling night and day.

The Longshoremen now on strike are in a stronger position now than at any time since the beginning of the strike, and the companies have been forced to admit that they are unable to secure enough competent labor to load or discharge the ships, and as a consequence eight ships have been turned away from Baltimore the past week and sent to other ports.

A number of search lights have been placed at the end of the piers and warehouses along the harbor front and police boats with powerful search lights are continually patrolling the harbor. It is estimated that 1,800 special deputies and police have been sworn in during the fight.

These, with the regular police, are being used to guard the property of the various companies engaged in the loading and discharging of ships. In fact, so many police have been called from their regular beats in other sections of Baltimore that the citizens are complaining bitterly that many sections of the city are entirely without police guard of any kind.

And the number of burglaries and hold-ups has almost doubled in the port since the strike began,

showing that the crooks and thieves are taking advantage of this golden opportunity.

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To the credit of the Baltimore strikers, they are standing like a rock and but few desertions are reported from their ranks,

although every effort has been made to induce them to return to their work.

The steamship companies, seemingly believing that "Might makes Right," have refused every attempt made to arbitrate although the State, the City, various commercial bodies and a number of disinterested persons, including Governor Goldfarb and Cardinal Gibbons, have offered their services.

They were politely but firmly turned down by the steamship interests, who declare that "there's nothing to arbitrate."

The local press tells a good deal on the City Marshall. It was reported that a bomb had been exploded by the strikers on the night of the 15th on one of the coal piers at Locust Point. But the joke or fake explosion was apparent to all. However,

the police got nervous. And so did the Marshall. So much so that on the following day when he stepped on a match which he was frightened out of his wits by the

that the work and agitation there of the Transport Workers' Federation has not been wasted, but that it is having splendid and lasting effects. Considering the large number of men on strike, the length of time they have been on strike, and the desperate condition of the strikers, their wives and families, it must be admitted that the strikers have behaved with remarkable patience and forbearance and

I feel sure that they will win without resorting to any violence. And in fact any instance where violence has been reported has been caused by those who are opposed to the interests of the strikers.

The donations given by the Sailors, Firemen, and Marine Cooks have been thankfully received by the strikers. And in the end nothing will be lost by assisting this worthy cause.

## ON LAND AND SEA

Secretary H. P. Griffin of the Marine Cooks and Stewards' Association, went down to Baltimore last week to look into the strike situation there.

The "Baltimore Star" in an editorial suggested giving some or all of the strike leaders a term in the penitentiary. It claimed this would have a good effect in preventing violence from being used. It forgets that like breeds like. It was also rumored that the so-called special police and detectives ("C") guarding the copper plants, warehouses and piers of the various big corporations had orders "to shoot and shoot to kill" at the first instance of any disturbance by the strikers. This is the kind of orders which leads to violence and responsible for many catastrophes.

Cossack men, particularly those of the Merchants and Miners, who heretofore have been very difficult to approach and who have seemed perfectly satisfied with their rotten conditions, have begun to stir themselves. There is every protest that the Cossack Longshoremen will soon be enrolled by the Union. The Weems Line, a company transacting business between Baltimore and Carolina ports, had an experience on Friday night that will no doubt cause the management of that company some anxiety. Every man employed on the docks of that particular company walked off, demanding an increase in wages of 5¢ per hour, better conditions and recognition of the Union button. These demands were denied by the Manager and the men refused to turn to on Saturday morning, although they had been told on Friday night that their places could be quickly filled. Finding it difficult to fill their places, the Manager sent for some of the men and urged them to return to work, offering to grant them an increase of 2¢ per hour. The men refused, having in the meantime joined the Union in a body, and still demanded the 5¢ per hour increase and recognition of the Union button. This being refused, the men walked off the docks and started at once to picket the company's property and to do all in their power to prevent strike-breakers from taking their places. So successful were they that up to date the company has been unable to do any work, except such as they can get from the office and warehouse clerks. As it can be readily imagined, what kind of Longshoremen these men make, we can look for a hopeful settlement of the strike of this company in short order.

Secretary James Vidal, of the Marine Firemen's Union, left New York last Sunday night on a trip along the Atlantic Coast and Gulf on business of the Union.

Comrade Charles H. Sheraton is in town, back from Baltimore, and has furnished us with an interesting report appearing in this issue, on the situation there.

The organization meeting held last Sunday at 3 P. M., in the Firemen's hall was quite a success, yet we didn't test the real capacity of the hall. A collection of nearly half a hundred dollars was taken up in behalf of the striking Longshoremen at Baltimore. Resolutions were adopted and sent to Secretary Meyer of the N. A. C., protesting against the abuses of graft and discrimination existing on the government docks. Two of the scabs were gotten out but there still remains one, an older, who refused to leave the ship, the crew standing by him.

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Comrade Dick Sassen told us that when Guilliano was organizer he once called Sassen up on the phone, saying there was a good crowd of men to be spoken to about Unionists over on some dock or other. Comrades Sassen and Sheraton went over and talked to the hundred and odd men they found congregated there. The result was that about twenty men joined the Union that same week.

In organizing work the man who speaks from the bottom of his heart, though his language be poor, will make a better impression on unorganized men than one who talks over their heads in high-faluting language about as high as the Singer building.

At a meeting of the National Transport Workers' Federation of America held at Locust Point, Baltimore, a vote of confidence was passed in behalf of the bereaved family of Ignatz Kasmarick, who is one of Capitalism's victims in the strike at Baltimore. For thirty days the Charter of Local No. 2 will be draped in memoriam.

The names of the new Baltimore Locals affiliated to the National Transport Workers' Federation of America:

Baltimore Locals:

Local No. 1. General Longshoremen and Coal Handlers, 804 South Broadway.

Local No. 2. Locust Point, General Longshoremen, Hecklers' Hall.

Local No. 3. Port Covington, Coal Handlers.

Local No. 4. Curtis Bay, Coal Handlers.

Local No. 5. Copper Workers, White Eagle Hall.

Local No. 6. Shannon's Hall, Atlantic Avn.

Honest. Every man is dishonest who lives upon the unpaid labor of others, no matter if he occupies a throne. All laborers should be brothers.

—Robert Greene Ingalls in an address to Farmers.

A GREAT PROTEST DEMONSTRATION AGAINST THE ARREST

OF OUR COMRADES JOS. J. ETTER AND ARTURO M. GIOVANNETTI

Will be held at UNION SQUARE on

May the 25th, 2 P. M.

Speakers will address the meeting in various languages.

—Jack London

## It Flies the Flag of Freedom

By M. J. COSTELLO.

The National Transport Workers' Federation is now in the midst of the great work to which it has set its hands. The true spirit is in the air. The exploited are beginning to ask each other what they get out of it, how much they have to lose, and how much they have to gain. They are dropping the old notion that they haven't the means to get up organizations, to pay the necessary initiation fees or to keep their organizations going, even if they once got them started.

It is not longer a question of funds or fees. It is a question of solidarity. It is a question whether the under stratum of workers can be gotten together, or whether they can ever be got to hold together, even if they are brought together.

These questions the Transport Workers are busy answering; these problems the organizations of the waterfront are busy solving.

What has happened in Baltimore? What is happening each succeeding day? Capitalist scoundrels are surprised by pure and the devil to break the strike that has prevailed there now for seven weeks among the maritime workers. They brought that strike about. For fifteen years they had been living in the secure belief that anything they offered and anything they withheld from these unwilling serfs in wages or conditions, they would gladly agree to and then quiet.

For fifteen years there had never been the slightest sign of revolt or disturbance in Baltimore. The sweating helot too often took his dollar or two or his pay check to the neighboring saloon and got in return a more or less effective jolt, and what change remained, with the shadow of a personal credit which enabled him to get a drinker or two, if no more, when he could not get a job.

Neither ex-president Keefe nor President O'Connor in whose organization most of these unfortunate men should always have been, and in which they would have been, if things were done decently, nor Mr. Keefe's nor Mr. O'Connor's associate officers or organizers, seem to have given a thought to the state of things existing in Baltimore or lifted a finger to bring to these poor fellows the blessings of organization.

And even now, with regiments of police and so-called "Guards", armed to the teeth, parading the docks of Baltimore for miles, with powerful search lights centered on the movements of these men and their friends, wherever they present themselves within reach on the streets, pointing them out as fitting objects for violence on the part of the armed thugs; with others beaten helpless, and 35 or 40 of them in jail, no message of comfort or sustenance comes from Messrs. Keefe or O'Connor, or the others, in these brave souls fighting for what would have come to them of right if only they had had an organization behind them.

The Transport Workers' Federation is on the ground. It is on the job. It brings aid and comfort and inspiration into the lives of these brave fellows. Unfortunately, however, it is but little more that it can bring to them. It has no defense fund; it has no strike fund. It is building up no big bank account to pay salaries and per diem beyond the needs of actual, active organization work. But, by force of the spirit in which it has been conceived, the Transport Workers' Federation has made possible this universal revolt in Baltimore, and it invites all maritime toilers to join its ranks. With an initiation fee of \$5 cents and monthly dues of about 25 cents for each member, it offers to the great mass of oppressed marine workers, who are still outside of organization, the means by which they can conquer the brutal conditions under which they do the work of their masters and conquer for themselves, in a reasonable share of the fruits of that work.

If those New York lighter engineers who are not wholly beyond redemption will only look at what other men in their line of occupation have done right here in this city and are doing every day, they cannot surely remain as they are.

Let them reflect that the union holding engineers on shore in this city are receiving \$5.75 a day for their work. Let them enquire for themselves, and they will find that the holding engineers who are members of Local No. 493 of the International Union of Steam Engineers who are employed entirely on construction work, have established for themselves through their union a scale of \$5.75 a day, double time for overtime and holidays. Let them go to the headquarters of Local No. 184 of the same organization, engaged in excavation work, who are receiving as their standard of wages \$4.75 with the same conditions. They can call either or both of those organizations on the phone and learn if the facts are not as I state them; and their inquiries will result, furthermore, in their learning that until these brave men were able to establish their unions on a safe and enduring basis they received no more consideration and no better wages than are now being received by the non-union lighter engineers employed in the harbor of New York.

I ask pardon for occupying so much space on the subject of the lighter engineers. I do so because they are a mighty important factor in the shipping industries of this and every other port in the country, and because I know that if even some fair proportion of them will only consult their own sense of self interest, not to speak of self-respect, they must cast their fortunes with their union brethren.

And, in doing so, they will help to bring nearer the day that we are planning and working for in the National Transport Workers' Federation, when they and other workers like them will be redeemed from the condition of want and misery into which they are plunged by the caprice of their employers and their own ignorance, and pay for themselves; without even a board rewards and folly.

## FEDERATION MASS MEETING

provided for them by the big corporations that hire most of them on which to lay their weary bones throughout the night, without the slightest provision made for the decent discharge by them of the offices of nature, with water and often dirt and filth surrounding them on all sides, still they remain at their posts, chained to those same posts as so many bears might be.

And when the 24 hours pass, they are told to keep on, and work another twelve, and perhaps another 24 hours under precisely the same conditions.

And all this, so far as the world knows, most of them are doing without man or protest.

Why do they do it? Why don't they join the Local Union of their craft, which I have the honor to represent as a delegate to the National Transport Workers' Federation, whose business agent on the waterfront is my friend, Ben Potta, a hard-working and devoted friend of every man who makes living by the water? They can find him any time. Everybody knows him for his work on the waterfront. Everybody likes him; except those who are the enemies of just such men as I have mentioned here, and they dislike him thoroughly.

There are good men among those engineers—first class men, in fact. I appeal to them to wake up! They surely can't be dead to all that is occurring around them. They surely are not ignorant of the truth that within the past year a revolution has taken place in the lives of the men on the other side of the Atlantic who work in the shipping industries?

It is almost impossible that they have not learned that the menders, the dockers, the railway men, and the men of the other branches of the basic industries of England have shown the public authorities and the business public alike that they can unite, and that when united they can secure from their masters through fear of consequences, practically all they ask.

Whether these engineers are ignorant or acquainted with these potential facts, they are as I recite them; and what is of still more importance, the policy of the workers of England is the future policy of the working people, and it will be pursued, before many years have passed, both in this and other lands, until the mighty, resistless force of masses humanity operates to stamp some impulses of decency into the hearts of their oppressors.

I am deeply concerned in the attitude of the lighter engineers outside of Local No. 397 of the International Union of Steam Engineers, which is Local No. 1 of The Transport Workers' Federation, because a great opportunity presents itself to them at this time. They can have all they are entitled to if they will come into our body. They can get nothing in any other way, except as the result direct or indirect of the work which is done by the Transport Workers.

I do, for the sake of the good name of the craft, sincerely hope that but few of them will be longer seen standing off, willing, while betraying their brothers, to reap any gain that can come to them through the sacrifices of those same brothers of their oppressors.

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I ask pardon for occupying so much space on the subject of the lighter engineers. I do so because they are a mighty important factor in the shipping industries of this and every other port in the country, and because I know that if even some fair proportion of them will only consult their own sense of self interest, not to speak of self-respect, they must cast their fortunes with their union brethren.

And, in doing so, they will help to bring nearer the day that we are planning and working for in the National Transport Workers' Federation, when they and other workers like them will be redeemed from the condition of want and misery into which they are plunged by the caprice of their employers and their own ignorance, and pay for themselves; without even a board rewards and folly.

The National Transport Workers' Federation of America held its second organization meeting last Sunday afternoon in the expansive hall of the Marine Firemen's Union at 229 West Street, opposite the Old Dominion Line. About 500 transport workers attended. The Federation's officers and organizers addressed the men in English, Spanish and Italian, outlining the undertaking that is now well under way to get the Longshoremen organized. Comrade A. Damczewski spoke to the men same posts as so many bears might be.

Chairman M. H. Woolman read a letter from the President, H. P. Griffin, stating his inability to attend as he was leaving for Baltimore to lend assistance to the Longshoremen there on strike. Appeals were made in their behalf by Comrades James Vidal and Wm. Andretsky and a collection of \$48.52 was taken up and sent down to Agent J. Anderson in Baltimore.

Comrade Gus Nicholas pointed out the abuses of graft and discrimination which were being constantly committed on the colliers. He cited instances where officers discriminated against certain men and gave them "the sack" to satisfy their own whims; also where men were allowed to carry favor with them through the payment of money. The meeting then decided upon sending the following resolutions to Secretary of the Navy Meyer:

"We, the National Transport Workers Federation in mass meeting assembled, do hereby protest against the abuses and conditions of graft and discrimination on the Navy Colliers of this Government, and we ask the Secretary of the Navy to use his utmost power to change these abominable conditions that exist on the Colliers at present."

Organizers John Scogliamiglio and A. J. Hall spoke about the favorable opportunity to better their conditions given the transport workers today by allying themselves with the Federation. Scogliamiglio pointed out that it had done more in the short period of its existence to raise the standard of living for transport workers than other big bodies had done in ten or fifteen years.

Comrade Hall said, "Now the transport workers have their hands on the throttle, and if they don't go too far, they can get anything within reason that they ask for." Agent David E. Grange, of the Marine Cooks & Stewards, said, "The cost of living is in constantly advancing upon us. Today we are doing twice as much work for the money as we did five years ago. We know the steamship managers are trying by every lawful and unlawful means to keep the workers apart. Just recently I had a very prominent official remark to me that we were very foolish to affiliate with the Longshoremen. They realize that, aided by the other transport workers, we can put up a fight that the ship owners cannot weaken." Comrade Grange referred to the success of the waiters' strikes at hotels Belmont and Waldorf-Astoria here in New York recently, the waiters walking out at the very moment when they were most needed to serve up the sumptuous repasts to the gentry, and thus gaining their demands. "Why shouldn't the transport workers be as successful as these waiters, if we lit a fire to the ship owners?"

The Editor of LABOR CULTURE was next called upon to give a few words. He spoke in Spanish. He deplored the abuses committed on ships, due to rank; that the Chief Engineer and his assistants looked upon themselves as "superiors" because they got higher salaries than the men "under them". They must be made to understand that they are workers and that those

who work with them are men. All transport workers must affiliate with one another irrespective of rank, creed, race, or political differences. Where there is union among workers they are respected by their employers. And when they show concerted action the mosted men begin to fear and tremble. "In England at the sound of the General Strike not only did the capitalists and government of England tremble but the capitalists and government of other countries as well. And if we could but prevent ships from entering or leaving the Atlantic ports for a space of fifteen days, we would have the government of the United States trembling too."

As there goes a good many Firemen in the hall, Comrade Esteve counseled them against carrying their complaints about food to the Cooks, as these might not be the ones to blame. "We deplore and must complain against all abuses, yet we must know when and how best to complain. If I should pass by a place where they were holding a contentious meeting in which I was not in the least concerned and four policemen ordered me to remove my hat, I'd pocket my pride for the time being and look about for some assistance to resist and put an end to such tyrannous action. Instead of your getting into squabbles with the Cooks about the food, join hands with us in drawing up a decent bill of fare which is to be demanded of the Company, in order that the Cooks may be afforded the means to satisfy your appetites." Comrade Esteve also called upon the men to do individual work, organizing others; saying that often the poorly worded phrase of the worker carried more weight with it than an entire flowery speech of a great orator.

J. J. Kelly, Trustee of the Marine Cooks & Stewards' Assn., opened up with the words on the subject, "WHEN TRANSPORTATION STOPS THE WORLD'S INDUSTRIES STOP." He explained that Labor Unions were created to better the conditions of toilers. "We have been working the problem out alone by trial and error, and we have failed," he said. "Last year the three big unions of Sailors, Marine Cooks and Firemen got together and struck for a higher standard of living. We toned out our weakness. The men along the waterfront took our positions on the ships and took the ships out to sea. So we looked about to find a remedy. We formed this Federation to organize with us the men working along shore. And we want to extend the organization still further; we want to get all men in the transport industry cooperating with us: Freight Handlers, Engineers, Teamsters, Railroad men, and Locomotive Engineers. All are acceptable and the Federation is open for them to come in. We've seen what they've done on the other side. There they have organized all the men in the transport industry in Great Britain and Ireland. And they can get all of their demands granted them merely by the force of their numbers. Singly and individually we can do nothing with our employers. We must get our fellow workers with us, for when a man represents thirty or forty thousand workers the employers sit up and take notice. Comrades, conditions today are rotten, and it's up to us to better them. So I appeal to you to go forth from this meeting and tell every unorganized man that he is standing in your way and that where he fits in is right here. Let us get with us every man working along the shore, whether he is handling freight, driving a truck or running a car."

The meeting closed with three rousing cheers for the National Transport Workers Federation of America!

## QUACK SCIENTISTS

In ancient times men could only count upon their own strength and rude makeshifts for building up and keeping in repair whatever they needed or desired. And general scarcity could then be attributed more to the impossibility of producing things on a large scale than to the existence of privileged personages.

Of course in those times there were not lacking poets who dreamt and sang about a future time of peace and plenty, of happiness and freedom, when all men, availing themselves of hitherto unknown energies would fill the world with manufactured products. The age of abundance wiped naturally usher in the age of happiness. And not only poets but likewise many inventors have believed possible and even undertaken to solve the problem of poverty by their inventions. Indeed such would be the case if the will of man did not obstruct the power of machinery.

The will of man, that is to say, their false ideas regarding justice and morality, have made "things" not just opposite to the purpose for which they were created.

Every new invention, every new discovery in industry as well as in agriculture—which allows men to obtain better or greater results with less effort, makes conditions worse and tangles up still further the social problem.

Machinery, used to advantage in place of muscular energy, substitutes the workman, and warehouses are immediately filled up, production is cut down and the workingman finds it harder each day to make himself of any use whether a skilled man or a day laborer. Unemployment spreads, wages are reduced, and then we see the greatest shame of humanity, the

blackest blot of disgrace on modern society: starvation, over taxation and death of children, women and men due to unsanitary shop conditions in their work of over production of commodities, the inability to dress properly because warehouses are overstocked with clothing, the necessity of having to live in an unhealthy hole or a crowded flat or sleep on the park benches, or stand in the bread line, when other large and comfortable houses and plenty of good and nourishing food are kept lying idle, and worse still, that those who must need and want to cultivate idle lands are prevented from doing so, that the wheels of machinery are brought to a stand still at the whim of one man, that the erection of buildings is impeded at a time when men to build them can be had to swarm and families to occupy them are overrunning the city.

In short that the great majority of men are compelled to stifle in want, whereas we could all swim in plenty without any great effort on the part of any one of us.

The usefulness of inventions should have raised us to a better state of affairs. But the false conceptions about equality and morality which men have held and their pet doctrines have relegated us to ignoramis and slavery. The relative condition of freedom and happiness which after countless years of struggle and sacrifice men secured about the middle of the century just past is rapidly disappearing.

Never before have the combined powers of political parties, churches, and universities been so upon the thumb of capitalistic

Caesars and the popes imposed their will upon rich men; nowadays they are their most obedient servants. Today congressmen, judges, priests, professors, and newspaper men pay absolute homage to the man with the coin. They lend themselves to his malevolent schemes, not because they are ignorant of what they are doing nor because they haven't the desire to get out of the mire of capitalism, but because they take it to be to their pecuniary advantage to make the best of things while the system of capitalism lasts, since they themselves are classed among the privileged ones.

It is not the force of circumstances which keeps workmen down, but their own cowardice and ignorance. Productive energy does not need to be exploited to give good results. Capitalist monopoly, with its train of tyrannies, of exploitations, of ignorance, is but the result of a false principle, that of so much percent on capital invested, that of exploitation of man by man. It is not the fatal consequence of the development of things, as quack scientists would maintain.

And it is not the force of things, but the will of men, of a small minority, of a few revolutionaries, which obstructs the full development of the capitalist régime, and prevents the complete return to Caesarism and servitude. It is this will of the minority which will finally transform society in its entirety. Such transformation will not come of its own volition; it must be brought about by men. All those who instruct their fellows and point out to them the true nature and cause of things; all those who show men their own strength and teach them to rebel against such an evil condition of affairs as exists at present are instrumental in ushering in the new era of peace and plenty.

## THE MEN THAT DIED BELOW

The papers praise the captain, and we praise him, too, we're wild to think he met his death in saving a little child;

They praise the sporty heroes, and they're worthy all they say—but the men who died below are going to have their glory day.

In the hole below the sea—a wreath of roses for them—with a hymn of victory!

The papers take on mighty over men of wealth and skill—who helped the little women—and I encore with a will;

They toot the proud to glory—but the English sailors, oh,

I want to sing one poem for the men who died below!

They well know their end had come,

Yet they stood to quarters there—

Stood and stoked the fires

While the idlers perished in prayer!

The grinding of the leviathan and the thunder of the sea

Was heard by grimy toilers who sur-

prised what it might be:

But passers smiled, and stokers, and within

that engine room

They stood like men to die though they stood within a tomb;

The papers praise the captain,

And it's what they ought to do—but don't forget the helmsmen,

Nor the waiters, nor the crew!

To face a deck of danger and be brave when others quail;

To rise to make a story and to win the world's all-hail;

But when the ship's a-sinkin' it's a coal to stokers in the hole;

Where the waters catch you passin' coal to stokers in the hole;

The braver to fall away

Than take comfort in a hymn,

To stay and slave where the water's creeping in;

And the lights are growing dim!

It sets the heart a-beatin' with the proudest kind of pride



