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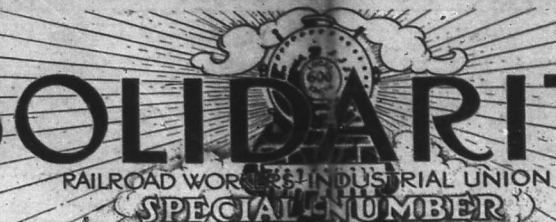
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# R.R.W.U.

VOLUME SEVEN WHOLE No. 352 PRICE 5c

CLEVELAND, OHIO, SATURDAY, OCTOBER 7, 1916.

SIX MONTHS, 50 CENTS. \$1.00 PER YEAR

## RAILWORKERS

### Of Every Department—Come! Let Us Reason Together

The life of a railroad employee is not all sunshine. It is only part sunshine and happiness. The greater part is trouble, worry and disappointment. To escape trouble, worry and disappointment, and gain as much pleasure and happiness as possible in this life, is the work of thoughtful people.

What things go wrong, fixing the responsibility for the blunder is always wise and necessary. Unless you know, confidence in ourselves, and in the present order of things, and hope for future usefulness must be completely lost.

It is not necessary to tell you that things have gone wrong. You know they have. Your hours of labor are too long. Your pay check is too small. Your employment is not so secure. In fact, your life is a constant struggle for existence. The railroad corporations are growing richer and more powerful—their efficient and up-to-date organization is getting the goods for them, while you, who are older, weaker and more inefficient. Your union is out of date. It is no longer able to combat the increasing power of the railroad corporations. You are being crowded ever more to the wall.

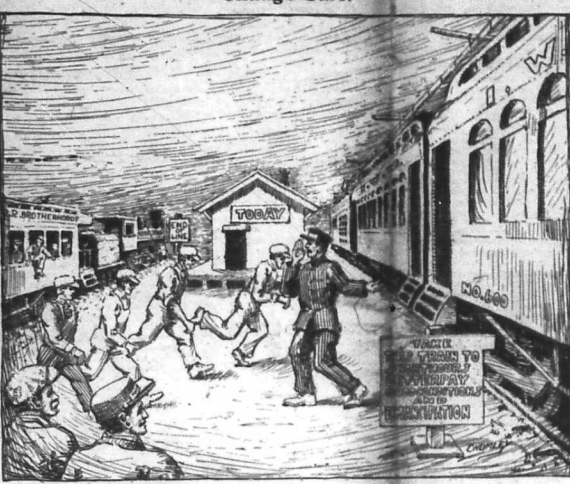
Your physical system craves a variety of entertainment. It craves a steady excitement, and the food of the long hours of labor do not permit of the satisfaction of these natural instincts. You are denied a variety of literature, yet you are denied this because your pay check is too small. It is insufficient to supply you with the necessary food, clothing and a modern home. The long hours of toil cause you to come home tired and hungry as a wolf. Rather than spend an evening at the theater, ball, rink or the gym, you want to crawl into bed. Your children are taken out of school and thrown into the factory at tender years. Their young lives are not developed properly. You don't like this condition of things. Knowing the truth of the foregoing statements as you must, and as I do, wonder that instead of rising and fighting growing out of these abuses and the low chain of injustice, raise hell in general.

We have full knowledge of unfavorable conditions that surround you. We have a full knowledge of the fact that the decline, that instead of the "drama" you now accept, the "five cent picture show"—with all the full knowledge of all this and more, it is only necessary to fix the responsibility for it all in the proper places. If we know we'll be better able to bring about the proper changes so that dreary life will become brighter and more interesting. The member has been made by the workers' falling to organize industrially. By industrial organization, all workers in a given industry belong to one union—that we must unite on the basis of economic interest. In the workshop, or on the job, the workers have a common interest, namely, higher wages, shorter hours of labor and so forth. By uniting on the basis of economic interest and all fighting together for the same purpose, we can hope to gain many advantages impossible to gain by individual action. It is intended to unite only a small portion of the workers. The Railroad Workers' Industrial Union. To bring all the employees of the railroads together. One. By uniting, we can protect the economic interest of the workers, for the purpose of protecting themselves against their demands. We must own their rights, is our only hope.

The miserable working and living conditions, brought upon the railroad workers by the past and present management, necessitates such an organization at the Railroad Workers' Industrial Union. The members of most of the railroad craft are organized. Each craft, in its weak way, is trying to do the best it can for its members. It is also true that in the instances there have succeeded in bettering the conditions of its members. Slight increases in pay have been accomplished. We do not intend to do these things for ourselves, we are, however, to admit everything that is done in connection with labor organization. BUT you be as fair as you can. Slight increases in pay have been accomplished. We do not intend to do these things for ourselves, we are, however, to admit everything that is done in connection with labor organization. BUT you be as fair as you can.

It is true that the brotherhood unions of all the railroad men. In their own way, they have failed to raise their own craft, their demands. This is due to the fact that they lack the organization and power to do so.

Continued On Page Five



## PENNSY RAILROAD NOTES

Now that the railroad strike fever has somewhat cooled down, the railway officials on the "Demag" are amusing themselves trifling with the voting qualifications of the good citizens in their employ. This they are working to the limit, but, particularly in their unorganized departments. All of this, too, in the cradle of liberty, this city of brotherly love, etc., etc., etc. Amen.

In the West Philadelphia shops of the P. R. R., all the men men made their usual Monday morning trip to work on Labor Day as per instructions. But, owing to the fact that the contemplated big railroad strike was nevertheless entered the "sindergarten" they were ordered to go home again—willing, but water-saves, this was the reward for their loyalty.

The enthusiasm of the members of the four big organizations in the train service is just as noticeable as ever, the only difference being that they have changed their tactics, from the industrial to the political. They are now wearing Wilson buttons—the Republicans, the Democrats and the Socialists alike. While the struggle is educational, their progress is slower than it might be, but they have nevertheless entered the "sindergarten" that will eventually lead them to their emancipation.

The P. R. R. is successfully operating their local passenger trains by electricity between Paoli and Philadelphia the past year or so. The Chestnut Hill Branch is now being equipped, and well advanced, and all the other divisions will, in turn, follow. Then we will all be beltedmen, by and bye. No—the industrial organization is not far off.

Unionism, in the unorganized departments is more and more in favor and will be welcomed by those poor, overworked, poorly paid "wretches" who are already organized are smiling with favor upon the industrial form.

The railroads are having their own trouble these days securing cheap labor. The white tractors have been leaving them in droves and the colored men from the south is rapidly replacing them. Trains are being delayed at various points on the Pennsylvania system, because they are being snatched by outside employers, and large numbers of these men are being snatched by the railroad. Only a few pennies a day more than the railway was offering. It was an amusing spectacle.

Every day water and rail is carrying hundreds of these poor drunks to every east and west. The change is a radical and rapid one. Only recently a trainload entered Philadelphia and accompanied by three local railroad officials, each man was to get a "kick" for his respective division. A misunderstanding arose over the number and the amount of the "kick" and the appeal was pitiful and appealing to listen to. Finally the drinking men were divided, and the

workers who will be thrown out of work and suffer hardship in the event of a strike. It is addressed to Congress, with the plea that that body interpose to kill the "conspiracy" and end the conflict with the masters.

We are reliably informed that hundreds of shopmen and others in that city signed this petition, without really knowing its purport, and when some of them afterwards asked to have their names taken off, they were informed that the petitions had already gone to Washington. As usual, it was a case of the unorganized workers being bunched into a stand against their fellows, the "divide and conquer" is the guiding motto of the capitalist class.

## DATE WRONG

The date for the A. W. O. business meeting, given in last week's Solidarity, was wrong. The correct date of the meeting is October 30. The place, Minneapolis.

## JAMES SCHMIDT RELEASED

(Telegram to Solidarity)  
Aberdeen, S. D., Oct. 3.  
James Schmidt case dismissed without trial on motion of state's attorney. More information by mail.  
E. W. LATCHER.

## South Dakota Jail For I. W. W. Members

(Special to Solidarity)  
Aberdeen, S. D., Sept. 27.  
All members in jail at Redfield as an outcome of the "Battle of Redfield" have been given a sentence of 30 days each on a charge of carrying concealed weapons. Members doing time there are Wm. Astor, Geo. West, Fred Kelly, Charles Lewis and Geo. McFarland. These members have been held in jail ever since July 27th, when the fight between "Independents" and "Socialists" broke out at Redfield and would have stayed there until next November term of court and then been made to do a sentence besides, but for the intervention of the I. W. W. who employed L. Van Slyke to go down to Redfield and investigate and force a trial which was done with the above results.

## KEEPING THE SLAVES DIVIDED

As an instance of the tactics of railway owners in trying to keep their wayward employees in possession of Solidarity, and to prevent its publication in full at this time, but it consists of a petition that was circulated during the August among the shopmen and others on the eastern roads. Obviously written by some agent of the corporation, it professes to express the opinion of the "eighty per cent" of the railroad men in opposition to the "twenty per cent" represented in the Brotherhood movement for an eight hour day and the threatened strike. The writer sheds crocodile tears of "sympathy" for the 80 per cent of

## "HIGH COST OF RAILROADS"

As Claimed By the Owners, Shown By Workers to be More Than Offset By Increased Exploitation of Railway Slaves.

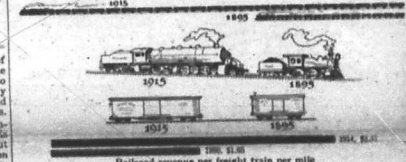
The Chesapeake & Ohio Employer's Magazine for August, 1916, has the following to say under the heading, "High Cost of Railroads":

"Few people comprehend the enormous cost of the material which enters into track and train equipment; fewer still realize that these already high figures are constantly becoming higher. A comparison of the present-day cost of train equipment with the figures of twenty years ago, will give some idea of how costly it is to run a railroad:

	1895	1915	
1 engine cost	\$10,446	1 engine cost	\$35,650
3 coaches at \$6,500	19,500	3 coaches at \$16,785	50,355
1 baggage car	6,000	1 baggage car	11,000
1 express car	6,000	1 postoffice car	12,000
1 postoffice car	6,000	1 express car	10,000
1 dining car	6,000	1 dining car	25,000
Total	\$53,946	Total	\$134,005

These figures are representative of the increases which are being borne by every class of railroad expenditures, including material, labor, fuel, taxes and rent. If the public would only realize that they ride in virtual palaces on wheels, that their trains are being drawn by engines that cost a fortune, over track that costs over \$6.00 a yard, with the maximum of comfort and luxury and the minimum of exertion on the passenger's part, perhaps they would cease grumbling over minor inconveniences and be willing to pay for the comforts which they demand.—Express Gazette.

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The above may be considered a fair statement of the relative cost of equipment for the years mentioned, but nowhere in the article is there a reference to the fact that while this cost has increased by 146 per cent, the increase in capacity of this same equipment has also increased by an even greater percentage. The pictorial diagram above, will give some idea of these changes. As an instance of the increased capacity it may be noted that the train tonnage of the Empire State Express during the same interval has gone up from 260 to 780 tons, or exactly an increase of 300 per cent. Besides, in later years the trains were filled to nearer their capacity than in former years.

The passenger coach of 1895 has a seating capacity of 48, and that of 1915 seats 85 to 92. The capacity of express, baggage and mail cars has kept pace with the coach, although it would be harder to define. Tractive effort of the engines of 1895 was about 24,000; of 1915, 45,000 to 50,000, and superheated steam has added 10 per cent. above the rated tractive effort of the older engines. That is, take the same engine of 1895, tractive effort 24,000 and apply superheated steam with no other change, and the tractive effort remains the same in figures, but the rating of the engine got a reduction in fuel consumption of 20 per cent. Without an increase of transportation rates the added tonnage more than offsets the increased cost.

Were it otherwise, that is, did this increased cost of equipment represent no increase in earning power, the remedy would be simple—take it all back to the same appliances used in former years and the problem would take care of itself. But every railroad man knows that during that entire twenty years no change has ever been made that did not give greater results in service. The engines built in 1895 have long since been relegated to the scrap heap, not because they were worn out, but because they were obsolete. And obsolete in this case means as in all cases, that the earning power is not equal to that of the larger machine regardless of the cost of the new machine.

Still there is one instructive point about that article in the "Employer's Magazine." That is, that the one train crew with the engine and cars are giving a far greater amount of profit than smaller power and capacity. For in 1915 a single crew must turn over to the owners in a year the interest on \$10,000, while in 1895 it only interest on \$5,000. The rate of exploitation has increased to least the land, and that it may not fall there are also employed now some four or five times as many detectives and efficiency men as formerly. Train crews today are watched from behind every building, tree and fence to see that they are on the job and hustling.

(Continued on Page 6, Col. 5 and 6.)

## TRAINMEN REFUSE TO HAUL SCABS

Whenever a strike is called in any particular locality, the big labor agencies; start recruiting strikebreakers. In the case of the railroad, the strikebreaker is lined up in the street, taken to the nearest railroad station, loaded into a few old coaches and pressed on the rear end of fast passenger trains to the point where wanted. In many times like the present the falls are entitled to make up any deficiency. The handling of strikebreakers by railroad crews has long been a sore spot with the unions. On August 26, according to the New York Call, a New York for workers arrived in Worcester, Mass., to find the railroad officials had a board from Boston to New York for use in breaking the street car strike at Worcester the yard crew refused to set the car over on the New Haven train or have a thing to do about moving it in any way. The car was taken back to Boston, whence it came. The railroad management, having a little argument of its own over the eight hour day act at the time, took no notice of it.

But you should hear the noise among the men these days every time they are called on for this service. It won't be long before strikebreakers will have to go by the air route. A few more unions acting together with these already joined, and railroad labor unionism is going to have a vitamin, and that vitamin will be paid about as welcome in railroad officialdom as a skunk at a lawn party.

B. H.





# The R. R. Strike of 1877

It is generally known that the strike of 1877 was a railroad strike of an industrial nature. While it lasted it was a strike of an industrial nature. It was a strike of an industrial nature. It was a strike of an industrial nature.

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men from writing across the face of the ballot, "No Arbitration." Thousands of such ballots were cast and it was the one cry all along the lines from the Atlantic to the Pacific coasts.

So the demand for the 8-hour day with time and a half for overtime was made with arbitration a thing of the past. How pertinent to the exploiters was the "principle of arbitration" can be gathered from a statement of one of the men who was asked "that is where we get trimmed." On this phase of settling labor's demands, the education of the railroad unions may be considered complete.

At every meeting called Sunday, Sept. 3, to inform members of the strike crisis being over, questions came in without number as to the position of the Supreme Court position on this law. One thing may be considered certain and that is, that the train service would not be resumed until the law is passed.

The battle is yet to come. And I am here referring to the 8-hour day proposed by the Brotherhood. Call upon the law to get the next six months? That is the question. It may be depended upon that every devise will be called into action, every swindle that has ever yet been tried and a host of new jokers to break the ranks.

## The Chicago Strike of 1894

On June 26, 1894, this country was greatly affected. Everywhere there were great waves of enthusiasm in behalf of the strike. One hundred thousand men were on strike. The American Railway Union was the organization of the striking men.

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## Industrial Unionism: What Is It?

It Has Four Cardinal Points

First—It accepts the principle that the interests of the working class and of the employing class are irreconcilably opposed. In accepting this principle, the Industrial Unionism gives the lie to the notion which dominates the ordinary trade or craft union, namely, that the interests of the two classes are harmonious.

Second—Industrial unionism holds that there should be one union for all workers. Only by this means can the encroachments of the capitalist class upon the subsistence of the workers be met. The necessity for a single union is rendered imperative by the economic conditions of our time.

Third—the industrial unionism holds that the interests of the working class and of the employing class are irreconcilably opposed. In accepting this principle, the Industrial Unionism gives the lie to the notion which dominates the ordinary trade or craft union, namely, that the interests of the two classes are harmonious.

Fourth—Industrial unionism, based as it is on the fact of the class struggle, promotes the political unity of labor by achieving class industrial union. The new union will also be a political union, and the necessity for political action will be met.

Sweden's workers have taken notice of the industrial unionism. They have organized themselves into industrial unions. They have organized themselves into industrial unions.

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# Automobiles, Cold Storage, and The General Strike

Much has been written the past few weeks about the possible effects of a general strike of railroad workers. It is used to be assumed as a matter of course that a few days of such a strike would suffice to produce a general strike of the rest of the country. This is a very naive and naive way of looking at the matter. It is a history which will be written in the days to come. It is a history which will be written in the days to come. It is a history which will be written in the days to come.

the problem of distribution. Whereas, formerly, the large cities were dependent upon the farms and rural districts for their everyday supplies of "perishable" food stuffs, nowadays "supplies are put on the trucks" and are shipped in great quantities of foodstuffs to the same places for sale in the form of canned goods. The result is that the big cities are now centers of food distribution for the smaller towns and to a great extent even for the farms. In the matter of fuel, then, a general strike of railroad workers would be heaviest at the outset upon the rural districts, rather than upon the big centers of capitalist industry. Cold storage has revolutionized the system of food distribution.

# Rail Slave News

In the year 1914 the railway employees of the U. S. numbered 1,034,661 persons. (This included 85,000 employed by the Canadian Pacific & Canada.) Number receiving pension 1,677, or about 1.3 per cent. Average pension per year, \$288.00, total amount paid out in pensions, \$5,046,243, which would be about \$3.50 as a Christmas gift for each of the total employees. Many of the men are killed or discharged before eligibility, and only a few ever receive their so-called benefits, or in other words, the capitalist masters return as a way to their workers, a very small portion of the profits which they exploited through the purchase of their labor power.

# Some Reasons Why Craft Unions Are Out Of Date

John Henry, Indiana.  
Fellow Workers: Your letter of the 10th instant, regarding the subject of note and leaflets from this office, is at hand. I see that you have not yet received the leaflets which I have sent, and I ask you to give me ten good reasons why any craft union should withdraw from the A. F. of L. If the membership of a craft union has no broader outlook on life than the average citizen, or even the average member of a trade union, it is the institution in which they belong.

# 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 the working people and the few who make up the employing class, have the good things of life.

# P. R. Workers: Let Us Reason

(Continued from Page One)  
necessary to overcome these demands. The labor movement was overcome, due to the fact that the many workers who were in the industry for a long time, and who were not in the line of a strike, did not have the support of the workers, in the shop, or on the train.

Thousands of dollars have been spent for high salaries and for the maintenance of conventions, and arbitration boards. But this has resulted in no such thing as time, money, or any other benefit to the workers. They lost that which they had to begin with.

swimming pool and other such things as are necessary to their health, happiness and culture. The revolution is bigger than any party and will come when the workers are strong enough.

# Realignment of Railroad Workers A Future Necessity

From four purely fraternal insurance associations there evolved four great unions of railroad workers. Because of the benefits of adequate accident and life insurance protection, the four principal classes of railroad workers engaged in train operation were constrained to form fraternal insurance associations. The respective memberships of these four separate unions, learned in the early history of their organizations, that the union of interests they effected had given them a means by which they could be treated justly with the railroad companies.

- ENGLISH** Weekly, \$1.00 per year. Published by the P. R. W. Publishing Bureau, 111 Hamilton Avenue, Cleveland, Ohio.
- INDUSTRIAL WORKER** English. Weekly, \$1.00 per year. Bundle rate 2 cents per copy. Address: Box 87, Seattle, Wash.
- "A BERMUNKAS"** Hungarian. Semi-Monthly, \$1.00 per year. 350 East 51st St., New York, N. Y.
- "DARBINKUKI BALAS"** (The Voice of the Workers) Lithuanian. Address: 146 South DuSable St., Chicago, Ill.
- "MET LIGHT"** (The Light) Finnish. Monthly, 60 cents per year. Address: 146 South DuSable St., Lawrence, Mass.
- "H. PROLETARIAT"** (The Proletariat) Italian. Weekly, \$1.00 per year. Gen. Del. Hauser St., Boston, Mass.
- "REBELDE"** (The Rebel) Spanish. Bi-Weekly, 50c a year. Bundle rate 2 cents per copy. Address: Box 87, St. E. Brooklyn, N. Y.
- "RABOCHAYA RECH"** (The Voice of Labor) Russian. Weekly, 50c a year. Bundle rate 1 cent per copy outside of Chicago. Address: 146 South DuSable St., Chicago, Ill.
- "LA LUZ"** (The Light) Portuguese. Monthly, 60 cents per year. Bundle of 60 at 1 cent per copy. Address: 699 South First St., New Bedford, Mass.
- "ALLARM"** Swedish-Norwegian. Danish. \$1.00 a year. 232 Cedar St., Minneapolis, Minn.
- "SOLIDARNOSE"** (Solidarity) Polish. Semi-Monthly, \$1.00 a year. 377 1/2 W. Washington St., Chicago, Ill.
- THE INDUSTRIAL UNIONIST** Jewish. Every three months, 20 cents a copy. 10 cents a year. Box 87, St. E. Brooklyn, N. Y.
- AUSTRALIAN ADMINISTRATION** "Direct Action" (English). Weekly, \$1.50 per year. 350 Castle Street, Sydney, N. S. W. Australia.

# Treasuries

fourth union is the largest and has the most powerful armaments. Its members are young. The other three are the fraternal and insurance organizations as labor union. The four unions could contribute \$5,000,000 annually to their members. They have in their hands in their insurance funds more than \$1,000,000 in cash. If a strike funds would support more than \$2,500,000.

# The Right of Way

get slave wages from any capitalist. Your social and economic welfare all depends on the kind of industrial organization that represents you and your class.

# WATCH YOUR NUMBER

EACH subscriber will find a number opposite his name on the list of names under the heading of "SOLIDARITY." For instance: "T. J. Smith" would be opposite the number 352. This number is the number of the issue in which your name appears. If you are not on the list, you should write to me at once, and I will get your name added.

# How many subs for "Sol" did YOU take last week?

The editor of Solidarity is of the opinion that this special number is one of the best ever issued by the I. W. W. to date. We were compelled to increase the size to six pages, and even at that, found it necessary to get in all the matter on hand, while much general news had to be crowded out. The number is a special one, written mostly by practical railroad workers, and should therefore appeal to any and every worker in that industry, who may have the opportunity to read them.

# The Michigan Federation of Labor, through its secretary, sends the following telegram to Carlo Trepa, from Michigan Federation of Labor:

"Michigan Federation of Labor expresses absolute confidence in your loyalty to the workers, and hope for an early release of yourself and co-workers." (Signed) A. A. Poole, Sec'y.

