

# GENERAL CONSTRUCTION WORKERS

◆  
BUILDERS *of* AMERICA



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# I. W. W. PREAMBLE

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The working class and the employing class have nothing in common. There can be no peace as long as hunger and want are found among millions of the working people and the few who make up the employing 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 to defeat one another in wage wars. Moreover, the trade unions aid the 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.



# WHO'S WHO?



# General Construction Workers

## *Builders of America*

### Building the United States

The ancient world had its seven wonders. The modern world, the world of capitalism, has seven times seven wonders. And the greatest of these is the building up of the United States of America.

In future generations, when capitalism with its greed and iniquities will have passed away, people will say to each other: Yes, capitalism was bad. It was cruel, stupid, inefficient. But it did one thing: It built the United States. It found a vast expanse of uninhabited country, of prairies, marshes, forests, deserts, and it turned them into a Garden of Eden. It found a few trails made by the Indians and it left in their stead thousands of wide, solid well-built roads, going from coast to coast and up and down the length and breadth of the land. It covered the country with a network of railroads, the like of which had never been seen before. Arid deserts it turned into fertile valleys, taking bountiful harvests from land which had been barren since the world began. By building the Panama Canal it united the Atlantic and the Pacific oceans, thus rounding out the work which nature had not completed. Where had stood nothing but the lowly tents of Indians it erected stately cities containing millions of people. Indeed, they will say, the building of the United States—the American Empire—is the greatest of all the accomplishments of capitalism.

But in saying this let us hope that they will not overlook the fact that it was the tireless labor of millions of workers, poorly clothed and fed, and receiving in return for their great exertions but a fraction of what they produced, that made the United States what it is. Thus has it always been down



through the ages. The lowly workers have ever labored hard, in the sweat of their brows, to create the wonders of the world, and somebody else has always been given the credit for them. It took the combined labors of tens of thousands of slaves, working through many weary years, one generation replacing another, dying at the tasks the same as their fathers did, to build the Pyramids, yet when we look up the history of the Pyramids, it is related that they were built by Egyptian emperors.

It is the same way with the United States. Had it not been for the construction workers who built the roads over which the produce of the farmers was taken to the station to be transported to all parts of the country to feed the population, this country would still be where it was a hundred years ago. Had it not been for the countless workers who felled the trees and built the bridges, leveled the earth and laid tracks for our railways, the Middle and the Far West would be still a desert and a wilderness and a mystery to the American people. Had it not been for the tens of thousands of men who for ten years worked on the Panama Canal, thousands of them losing their lives in order to complete this greatest of all engineering projects, the ships which today pass from the Atlantic into the Pacific ocean inside of twelve hours, would still be traversing half way around the world to make the same journey. Let us therefore give credit to whom credit belongs. It was the general construction workers who built the American Empire.

### **Building the Railroads**

The transportation facilities of any country constitute that country's life blood. They may be compared to the circulation system of a human being. When the blood stops running through the arteries, life stops as well. In our present industrial system, when anything happens to retard or to stop the avenues of transportation, the industrial life of the country is in mortal danger. It is to the development of its tremendous railway system that America owes



its predominating place in the world more than to anything else.

In 1830 there were only 40 miles of railway track in the country. Today the net-work of railroads cover 275,000 miles of track. This is two-thirds of the entire railway trackage of the world. To gain an idea of the great money value that these railways represent, it might be pointed out that in 1912 they were estimated to be worth sixteen billion dollars, the whole national wealth at that time being one hundred eighty-seven billion dollars.

Some people entertain the foolish idea that it is the great railroad magnates, the so-called "captains of industry," who built the railroads. They give the credit for developing the Northwest to James J. Hill. The credit for opening the Far West, the Pacific Coast, and for turning the originally arid land of California into a smiling orchard, is given by these same foolish people to the "Big Four"—Huntington, Hopkins, Stanford and Crocker. In the East and the Middle West they will point to other great men—J. P. Morgan, Vanderbilt, Harriman and others. It is owing to the brains, the initiative, the genius of these great men, they will say, that we have our railroads.

Nothing could be farther from the truth. All these men started in the railroad business with practically nothing, but by scheming, by lobbying, by getting concessions from Congress and from state legislatures, by mercilessly overcharging the people, by floating countless fraudulent stocks and bonds they were able to finance the building of the railroads. But financing a thing is a long way from building it. It is owing to the tireless efforts of engineers, to the talent and genius of inventors, to the many weary days and months and years that they spent in perfecting better methods of construction, ever improving what had already been done, and last but not least, to the work of tens of thousands of mechanics, engineers, iron workers, bridge builders, carpenters, and laborers, that the roads have been built. The financiers have for the most part been mediocre business men knowing nothing about railroad con-

struction and engineering, intent only upon swindling the public, upon the making of ever more and more money and the acquisition of a power over the life and death of the population never before equalled in history.

### Jim Hill and the Big Four

In 1879 James J. Hill entered into partnership with two other Canadians, both of whom have since been elevated into the peerage, and formed the St. Paul, Minneapolis and Manitoba Railroad. They then bought from a United States Master in Chancery the properties of the bankrupt St. Paul and Pacific—565 miles of operated railroad and over two and a half million acres of the best land—for \$4,380,000, which was one-sixth of what the properties were really worth. In this it must be kept in mind that Jim Hill and his partners had started out "on a shoe string" and that their wealth was accumulated by shrewd manipulation of stocks and bonds and by obtaining great tracts from the United States government, practically free of charge. Later on their holdings were reorganized into the Great Northern Railroad. Then with his share of the profits Hill obtained control of the Northern Pacific and of the great Burlington system. To these he added road after road until in December, 1908, his gigantic system was completed with the acquisition of the Colorado and Southern. He then held in his control trunk lines from the Great Lakes to the Pacific ocean, and from the Canadian border to the Gulf of Mexico, approximately 25,000 miles of track, traversing and dominating an area fitly termed the Inland Empire, of which the proprietors of this railroad system are the virtual owners.

In order to gain an idea of the tremendous profits that have been made by the workers who built the railways and those who operate them for the benefit of the capitalists who own them, we will cite a few figures. Up to 1906, in a space of thirty years, James Hill and his associates had drawn from their railroads over \$407,000,000, exclusive of dividends and



interest. The real profit on the Great Northern in 1906 was 162.4 per cent. On the combined investment, the actual profits made by the Great Northern, Northern Pacific syndicate up to that time were over one billion and a half dollars.

### The New Aristocracy

A like story could be told about the Southern Pacific and its subsidiary lines, developed by the "Big Four." They started out in 1861 with a total wealth among them of \$109,000 and now they, or rather their heirs and associates, own practically the whole Southwest.

Our railroads have created thousands of millionaires. Around them are associated the names of the biggest financiers that ever lived—Morgan, Rockefeller, Harriman, Vanderbilt, Hill and others. A new aristocracy has been created. Wealth, power and position have been conferred upon these men to an extent beyond the wildest imagination. In vain have they tried to squander their wealth for years past by marrying off their daughters to the bankrupt European aristocracy. It cannot be done. The dollars keep rolling in so fast that the more they spend the more they have.

But what have the workers got out of it? The men who built the roads, the men who worked long hours at small wages, who went to early graves through hard work, bad food and unsanitary living conditions, what have they to show for their labors? Nothing. Absolutely nothing. Most of them have been buried in paupers' graves and their descendants are now riding in search of a job in freight cars or on the roofs and rods of passenger trains over the tracks that their fathers built. And jobs are very scarce, even though wages are being cut to the extent that the workers will soon not be able to earn even the bare necessities of life.



## Roads and Highways

Besides building the railways, the general construction workers have also built all our roads and highways, and paved our streets. It would be no use for the farmers to grow food, if there were not good roads over which the produce could be taken to the elevators and shipping points. The progress made in the United States along this line is truly astounding. Thousands upon thousands of miles of road have been built, connecting together every city, town and village, running from state to state and from coast to coast.

The Lincoln Highway, running from New York to San Francisco, was started in 1914. It covers a distance of 3223 miles and runs through eleven states. Already almost \$25,000,000 have been spent in its construction and on maintenance. It is one of the greatest highways in the world, and is more solidly built than any other highway of its length. Paved with concrete, brick, macadam, asphalt, gravel and sand, it will outlast the centuries.

## Workers Poorly Paid

But all these roads have been built with the cheapest of labor. The workers employed on them have worked as long hours, or longer, than those in any other industry. Their wages have always been very low. Never have they been high enough to enable the workers to buy anything but the most necessary things of life. Before the war, ten or twelve years ago, these workers seldom received over \$2.00 a day. In the South they have worked for as low as \$1.00 a day. During the war wages went up here as everywhere else, but not to any great extent. Very seldom did they go above 50 cents an hour and only on brick jobs ever as high as 75 cents.

Another thing to be kept in mind is that a great many of our fine roads, along which prosperous people go out riding in their limousines, enjoying the scenery, have been built with the help of convict labor. In 1914, 8341 convicts were employed on road work. These prisoners work, of course, under almost

unbearable conditions and receive no wages for what they do. The food and the treatment which they receive from the guards is of the worst kind. As the glory of the Roman Empire was created by the ceaseless labor of millions of slaves, so also have slaves—for what is a convict but a slave of the worst kind?—helped contribute towards the greatness of the United States.

### Bad Food

It is common knowledge among all general construction workers that the food served in road camps is, especially during years when labor is plentiful, of the worst kind. This has always been so because the general construction workers have never been organized and therefore have never been able to enforce their demands for better food. Receiving small wages, being hired and fired at the whim of the contractors, they have always been treated and fed as if they were a bunch of dumb animals. And what is more to the point, they will continue receiving that same kind of treatment until they will take a tumble to themselves and organize. Only through organization can they expect ever to be considered as deserving to receive the same treatment as other human beings.

The coming of the automobile and of the motor truck has made the building of more solidly constructed roads and highways absolutely essential. More roads will continue being built and improved as the years go by. In 1919, \$200,000,000 were spent on modern highways. In 1920 the appropriations for that purpose were close to six hundred million dollars. It is safe to predict that in the five years from 1920 to 1925 this country will probably build 100,000 miles of highway, costing not less than three billion dollars. It is, therefore, evident that increasingly more men will be employed in this industry. It is up to these men, if they want to uphold their manhood, especially in view of the great numbers of unemployed who are at present glutting the labor market due to the inability of capitalism to supply employment to everybody, to organize.



## The Panama Canal

The greatest single engineering accomplishment in the United States is undoubtedly the Panama Canal. Started by the United States in 1904, it was completed in 1914 at a total estimated cost of \$375,000,000. Excavation work had been done on it prior to 1904 by a French company, which sold out its property and rights to the United States in 1902 for \$40,000,000.

The Canal is 50 miles long, and over 230,000,000 cubic yards of dirt were excavated before it was completed. The number of men employed steadily during the ten years averaged 39,000, of whom 6630 died from malaria, yellow fever and other causes. The number would have been very much greater had it not been for the wonderful sanitary work done under the direction of Col. Gorgas.

The construction of the Panama Canal is of tremendous value not only to the people of the United States but of the whole world as well. It was made possible by the tireless efforts of thousands of general construction workers, most of them natives and colored, who worked at small wages under dangerous conditions, in a hot and unhealthy climate, in order that other men and future generations may profit from their labors.

## Other Canals

Although the development of transportation by water in the United States has not been given as much attention as it should, because, being cheaper, it would compete with the railways and take away some of their exorbitant profits, yet a good many canals have been built. Chief among these are the Chesapeake and Ohio, the Erie, the Chicago Drainage, the Hennepin, the Illinois and Michigan, the James River and Kanawha, and the Ohio Falls canals, besides a dozen small ones. In 1903, \$101,000,000 were appropriated to rebuild the Erie Canal for the passage of bigger barges, which has since been

known as the New York State Barge Canal. The total cost of construction of the canals mentioned was more than \$400,000,000.

As in the building of the railways, the highways and the Panama Canal, all of this work was done with unorganized labor. Here and there mechanics on the job might have carried a card in the A. F. of L., but that made no difference as far as the great mass of construction workers was concerned. Let us keep in mind that all of this tremendous work has been done on the conditions laid down by the contractors—the master class. The workers have had nothing to say about the wages that they received, the hours that they worked and the conditions that they worked under. They have never been paid any more than to enable them to eke out a bare living and to replenish their strength in order to be able to go through with these great engineering projects, the like of which in magnitude the world had never seen.

### Irrigation Projects

Among the other great accomplishments of the general construction workers must be counted the irrigation projects which have reclaimed for cultivation great areas of arid desert land in the western and southwestern states. Up to 1902 this work was carried on under private initiative. In that year the National Reclamation Act was passed and the United States Government entered upon the building of irrigation projects, of which there are now thirty in operation, on a larger scale than had ever before been undertaken in any part of the world. By 1917, \$100,000,000 had been spent and 1,700,000 acres of land had been reclaimed. The annual production of this acreage was estimated in 1919 at \$22,000,000. This must be looked upon as wealth actually added to this country through the labors of the construction workers who built these great water reservoirs, diversion dams, tunnels, canals and flumes.

As a sample of the tremendous outlay of labor that has been required to complete these projects, we will



mention the Salt River project in Arizona. The Roosevelt Dam took five years to build at a cost of over three million dollars. It has a storage capacity of 1,300,000 acre-feet. When needed for irrigation, the water is allowed to flow down the river channel from the dam for forty miles, where it is divided by means of the Granite Reef Dam into two canals, one on each side of the river, which carry it to the irrigable lands. This diversion dam is a concrete weir 38 feet high and 100 feet long. The distribution system includes 823 miles of canals.

Before this land was reclaimed nothing grew there except cactus and sage brush, as the rainfall is only three to ten inches per year. In 1918, 200,000 acres of this land was irrigated. Now all kinds of fruits, cereals and other produce are grown there in great abundance. Among these we might mention alfalfa, sugar beets, garden truck, sorghum, cantaloupes, melons, wheat, citrus fruits and long-fibre Egyptian cotton.

The Yuma project irrigates about 110,000 acres of land in Yuma County, Arizona, and Imperial County, California. It has turned a desert into a real Garden of Eden, where tropical fruits—dates, olives, oranges—as well as corn, cereals, vegetables and fruit of all varieties are grown in great abundance. The yield per acre in 1917 averaged \$105.00.

The same wonders have been accomplished in the arid lands of Colorado, Idaho, Montana, Wyoming, Nevada, New Mexico, Texas, North Dakota, Oregon, South Dakota, Utah, Washington. The fine apples and other fruits produced in the last named state are due almost entirely to the fine irrigation system there.

But let us not forget that it was the lowly construction worker who carried out all this work. He dug the canals and ditches, built the flumes and weirs, constructed the great storage works, and in so doing often lost his life that others may reap the profits of his labor. His wages were always of the smallest, for he had never had either the intelligence or ability to organize. In 1914, before the wave of "war pros-



perity" hit this country, workers on ditch work on the Umatilla project in Oregon were getting as low as \$1.25 per day. Today the wages average \$3.00 to \$3.50 per day of ten hours, and \$1.00 or more a day for board.

It is self-evident that on that basis the worker can never get anywheres. All he gets out of it is enough to buy a pair of overalls, a jacket and a pair of brogans, and an occasional spasm of recreation, while the money lasts. Then back to the job, provided one can be found. Life for him means nothing but work, work, work, day after day and year after year. Only by organizing into the One Big Union of the working class, will the construction workers ever be able to live like men and to enjoy some of the good things of life.

### **Bridges**

All of the bridges in the United States have also been built by the general construction workers. In New York state alone there are 33,775 bridges. Thousands of bridges have been built to enable the railroads to cross rivers. Spanning the East River from Manhattan Island to Brooklyn, there are five bridges, the Brooklyn, Williamsburg, Queensborough, Manhattan and Hell Gate bridges, in close proximity to each other, which cost almost \$100,000,000 to build. They are counted among the great construction wonders in America. In the building of them many lives were lost and great obstacles overcome, but there they are—standing monuments to the tireless energy of our construction workers.

### **Catskill Aqueduct**

This is a tunnel construction for the purpose of supplying New York City with water, conveyed from the Catskill Mountains and built at a cost of \$177,000,000. It is claimed by many experts as the greatest engineering project ever completed, even including the Panama Canal. This water supply system conducts water from a reservoir for 92 miles to the northern boundary of New York City and then



35 miles within the city limits, including the Borough of Queens and Staten Island. Without this wonderful system, the teeming millions of New York City would die from thirst in a week's time.

### Tunnels

In the building of railroads, many tunnels have to be bored through mountains. There is no work more dangerous than that of tunnelling. There is always present the danger of cave-ins, explosions, and suffocation from lack of air. The Gunnison Tunnel in southwestern Colorado is six miles in length. Other great tunnels are the Sutro in Nevada, the Stampede on the Northern Pacific, the Cascade, over 13,000 feet in length, on the Great Northern, piercing the Cascade Mountains, and the Hoosac Tunnel between Troy, N. Y., and Greenfield, Mass., which cost \$11,000,000 to build. The tunnels connecting Manhattan Island with Brooklyn, New Jersey and Hoboken, dug beneath the Hudson and East Rivers, cost a great many workers' lives. In view of the highly dangerous nature of this work, these construction workers should see to it that they are properly compensated. This they can only do through organization.

### Other General Construction Work

Among other general construction work we might mention the building of docks and piers, sewerage and drainage systems, elevated lines, street and electric car lines, the paving of streets and the improvement of national parks. All of this work is essential to the life of the nation, but all of it has been done and is being done now by underpaid, unorganized workers.

### Conditions in the Past

In the preceding pages we have briefly outlined what the general construction workers have done to build up the United States. It is chiefly to them that this country owes today its great material advantages

and its position as the foremost industrial country in the world, yet the treatment that the construction workers—the builders of the American Empire—received, was abominable. The wages were low, the food was almost invariably poor and camp conditions were bad. They had to sleep in dirty shacks, damp tents, or in unsanitary box cars. In very few outfits did they find bath accommodations or clean bedding. They carried their beds with them on their backs. It goes without saying that this was a great inconvenience and that the bundle was always more or less lousy. Thus, with his home on his back, the construction worker tramped countless miles from job to job and from state to state.

### Organization

A number of years ago some of the more intelligent and aggressive of these workers, realizing at last that their only salvation lies in organization, formed the General Construction Workers' Industrial Union No. 310 of the Industrial Workers of the World. At first it meant hard work for them to make the average worker understand the necessity of class solidarity, but they have succeeded with a great many members of that industry, and now the idea of class solidarity is gaining headway day by day. In spite of the present economic depression, the Union is not only holding its own, but is gaining new members all the time. The workers are at last waking up and realizing that only in union there is strength. **Divided we fall, united we stand.**

### What Is Industrial Unionism?

The General Construction Workers' Union of the I. W. O. U. is an industrial union—not a craft organization. As such, it believes that all the workers in any industry should belong to the same union, instead of being divided separately from the others. The craft form of organization has proven itself to be utterly unequal to wage war against the capitalists. These latter are united into a big organization—the One Big Union of the employing class. The workers,



therefore, should bind themselves together into the One Big Union of the working class. Only thus can they present a solid front to the enemy—and win.

The reason why the workers are so weak today, why they have to accept wage cuts and long hours is because they are not solidly organized along industrial lines. What few of them belong in craft unions are not able to resist the encroachments of capital because there is no solidarity in their ranks. In the past some of the mechanics in the general construction industry have belonged to craft unions yet they have not been able to obtain decent wages and conditions from the contractors. Every man employed on the building of railroads, highway tunnels, bridges, canals, irrigation systems, piers and docks, streets, sewers and subways, no matter what his line of work may be, whether he is an engineer, carpenter, iron worker, teamster, brick-layer, painter or laborer, should belong in the same union. This is the essence of industrial unionism.

### **The Industrial Workers of the World.**

The Industrial Workers of the World, of which the General Construction Workers' Industrial Union No. 310 forms a part, is made up of industrial unions embracing all the workers in all industries. There are twenty-nine industrial unions in all—the most important of them being the Agricultural, Lumber, Mining, Railroad, General Construction, Building Construction, Marine Transportation, Metal and Machinery, Textile and Food Workers' Unions. All of them are bound together in the One Big Union, but each has its own by-laws and officials.

The I. W. W. does not believe in signing of contracts. It stands to reason that when workers of any one union are bound to stay at work under the terms of a contract for a certain length of time that they cannot act in unison with other workers. A contract or a time agreement is, therefore, nothing but a scheme on the part of the employers to destroy solidarity in the ranks of labor. Suppose that the



laborers employed on the construction of a bridge decided to go out on strike, but the iron workers and carpenters are compelled, by their time agreements, to continue at work. The chances are very great that the strike of the laborers will be broken, since the carpenters and iron workers will have to continue working side by side with scabs taking the places of the laborers. It is in a great part owing to this treacherous policy of signing contracts that the working class in the United States is today almost at the complete mercy of the employing class.

### **Low Initiation Fee and Dues**

The initiation fee and monthly dues in the I. W. W. are very low, in order that no worker might be prevented from joining the union on account of lack of money. Workers' organizations should not be select bodies taking in only highly skilled mechanics at a prohibitive initiation fee, which is the case with a great many of the A. F. of L. craft unions, but should be formed on the basis of admitting to membership all those who work for wages.

Another big advantage of the I. W. W. industrial unions over craft unions is the transfer system in use, which makes it easy for a member of one union to transfer into another. In the A. F. of L. whenever a worker wants to obtain work at another trade, he has to take out a new card at great expense.

### **Direct Action**

The I. W. W. does not believe in long drawn-out strikes, nor in big union treasuries. It is impossible for the workers to fight capital with capital. It has been found out through bitter experience that these long drawn-out strikes are as a rule failures. The time to strike is when it will hit the employer's pocketbook the hardest. It is foolish to notify the employer weeks ahead of time that the workers purpose to go out on strike, thus giving him time to mobilize his forces and to engage strike-breakers. The best way for the workers to gain their ends is



by short, intermittent strikes, or by striking-on-the-job tactics. This was admirably demonstrated in the I. W. W. lumber workers' strike in 1917. They determined to get an eight hour day, and they got it. How? They hired out to work at whatever hours the contractors stated, but when the eight hours were up they blew the whistle and walked off the job. This was kept up in the very lumber camp affected by the strike, until at last the lumber barons had to give in and the eight hour day was won.

The reason why so many A. F. of L. strikes have been lost, especially during recent years, is on account of the treachery of the union leaders. It could hardly be otherwise, since many of these leaders do not properly belong in the working class. Many of them receive salaries ranging up to \$20,000 a year. They are rich men. The troubles of the poorly paid workers are not their troubles. How is it possible for rich men to fight the battles of poor men? It cannot be done. The sooner the workers wake up to this fact, the better off will they be.

In the Industrial Workers of the World, on the contrary, the wages received by the officials are higher than those received by the average worker. Thus there is no inducement to sell out the worker and no cause for petty politics within the organization. The success of the unions' activities is of a great personal concern to the officials as to the rank and file members.

### History of the I. W. W.

The Industrial Workers of the World was organized in 1905. Since then it has fought many bitter battles on behalf of the working class. Because the organization takes an uncompromising stand against capitalism and advocates revolutionary industrial unionism, the powers that be have done everything possible to destroy it. A great many members of the I. W. W. have been persecuted and thrown into jail, yet the efforts of the master class have availed them nought. Today the I. W. W. is as strong as ever has been, and gaining by leaps and bounds. Th

doctrine of class solidarity, which it has so faithfully and persistently followed through these many years, has penetrated to the four corners of the globe. Everywhere the workers are coming to acknowledge the correctness of the I. W. W. position. They are beginning to understand that division along craft lines spells defeat, and that industrial unionism—the **One Big Union**—spells victory. The direct action tactics so faithfully advocated by the I. W. W. are being adopted by the workers everywhere.

One of the most successful organization drives ever put up by the I. W. W. was the great Agricultural Workers drive of 1921. In spite of bad conditions and an oversupply of men, the Agricultural Workers' Union gained over 15,000 new members, and obtained far better wages and conditions than if the men had not been organized. These men went into the drive with the "I Will Win" spirit. That is the kind of spirit that will bring home the bacon every time. Is it not time that the general construction workers should do likewise? Is it not time that they should compel the contractors to treat them as human beings? The battle goes to the strong and the race to the swift. **In organization there is strength! Construction workers, organize and you are bound to win!**

### **The Industries to the Workers!**

The evils of capitalism—poverty, misery and degradation—will never be completely abolished until the working class becomes organized strong enough to take over the industries and operate them for use instead of profit. This can only be accomplished by means of solid class-conscious organization. The reason why there are millions of workers out of employment now is because the capitalist system of production is beginning to break down. It is wasteful, inefficient, short-sighted, incapable of supplying the needs of the population and of taking care of the producers. In order to prevent the industries from breaking down completely, which would result in starvation and undreamed-of sufferings for all



the people, the workers themselves have to take things into their hands. This they can do by taking over the industries and operating them for use instead of profit. Let our slogan therefore be: **The industries to the workers!**

### **Take Out Credentials**

The thing that all active members of General Construction Workers' I. U. No. 310 should do is to take out organizers' credentials and get busy on the job. They should do their utmost to spread the gospel of working class solidarity. They should never let an opportunity slip to educate their fellow workers. Only through education can we obtain organization.

### **Abolition of Bindles**

One of the disgraceful sights in California is the bindle-stiff trudging along the road, lugging his dirty pack of blankets on his back. The bindle is not only a nuisance, but is a spreader of disease as well. It is almost impossible to keep it free from dirt and lice. It is inconceivable that any self-respecting man should want to carry his own dirty bed along with him wherever he goes. What is more, there is no necessity of doing it. The only reason why the contractors on the grading camps, dirt outfits, irrigation work and other jobs do not supply the men with clean beds is because the men do not have the courage to ask for them. In order to obtain clean bedding, as well as shower baths and other improvements, all it takes is a stiff back and organization. This was demonstrated by the I. W. W. in 1917 in the lumber camps. They burned every bindle in sight, and the lumber barons were compelled to come across with clean bedding and sanitary conditions. The same can be done in California and everywhere else. The General Construction Workers' Union has set May 1st, 1922, as the day on which to burn all the bindles—live stock and all. Fellow workers, get busy, put your shoulder to the wheel of the great work of education and organization!

## **Job Branches**

In the fall of 1921 and for some years to come there will be a great deal of general construction work to be done. It is, therefore, up to the men to organize in order to uphold wages and improve conditions. In September, 1921, as low as \$2.50 per day was paid in some parts of the country for road work. The hours on a great many jobs have been extended to ten. There is no reason why the men should stand for this. All they have to do is to organize.

Wherever there are a number of red card men on any job, they should hold business meetings on the job and outline a program for carrying on the organization and educational work. This should be done in a systematic manner. The main thing is to create the spirit of solidarity by getting the workers together to discuss conditions and demands, and to make them act as a unit. The holding of business meetings on the job should play a very important part in organization work. Wherever there are enough members, a branch of the General Construction Workers' I. U. No. 310 of the Industrial Workers of the World should be formed.

**AN INJURY TO ONE IS AN INJURY TO ALL!  
ORGANIZE!**

For further information write to the Secretary-Treasurer of General Construction Workers' Industrial Union No. 310, 1001 W. Madison St., Chicago, Ill.





**You Made the Road—  
Now Get the Hell Off It!**