

"MUTUAL INTEREST" POLICY TRIED.

About five years ago "the American Railway and Investors' Association" was organized. This association was based on the alleged community of interests between capital and labor. The plan was that the railroad workers would unite with the railroad owners to use their political and social prestige to prevent the passage of legislation adverse to the railroads, and the railroads in their turn, having a free hand in the matter of rates, would be enabled to pay the men higher wages. It was a perfectly legitimate business proposition—a combination of capital and labor to hold up the public for their individual benefit.

To give the thing a good send-off, T. H. Morrissey, ex-president of the Brotherhood of Railroad Trainmen, was made president at a salary of \$10,000 a year. Elaborate headquarters were established in Chicago and tons of alluring literature was spread among the railroad men, expounding the beauties of the scheme. Railroad officials were given the tip to join and use their influence with the men.

Surely if these workmen believed in the mutual interest of capital and labor, as the S. L. Peers and the I. W.'s had been telling them they did, here was their chance to make good. The railroads were furnishing the money to promote the new union. All they needed was to get in and work together for the good of all. It was an all-inclusive industrial union. The second hand the stockholder were to be brothers, equals, in this new union, each working for the good of the other; an ideal "community of interest" affair.

Did the workers join? They didn't. I'll write it again, black, **they didn't.**

On July 1 the association will be officially dissolved and "Brother" Morrissey will be made assistant to the vice-president of the C. B. & Q. He is a brainy chap and must be taken care of. But smart as he is he couldn't convince the railroad men there is a community of interest between them and the stockholders.

The reason given by Morrissey for the failure of the project is the hostile attitude taken against it by the radical minority in the railroad unions. But the general disdain of the mutual love dope must be pretty strong or the powerful influences that Morrissey had behind him would have offset the effect of the radicals. Out of the 1,700,000 railroaders he should have been able to get enough to keep things moving.

The railroad men are generally looked upon as the most conservative men in the labor movement, and if they will not stand for the mutual interest dope, what may be think of the rest?

We will have to revise our soapboax preachments, and let us do it gladly, for this is one of the most portentous things that has happened in America. Onward Rebels, onward.

WM. Z. FOSTER.