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SECOND EDITORIAL

ARTHUR TO THE RESCUE.

By DANIEL DE LEON

Will there be a Central-Hudson strike? Was there ever any danger of one? No! Last Monday's reports printed in all the capitalist papers contained just one sentence that, to the knowing, settled the question. The sentence was this:

“No strike will be successful unless it can block the whole system, and no strike will block the whole system unless it embraces the engineers, and the officers having direct control over them decline to go into a purely sympathetic strike.”

This was the settler.

Among the leading Labor Deceivers called “Labor Leaders” in this country, Mr. ARTHUR, the Grand Master of the Brotherhood of Locomotive Engineers, holds a place of pre-eminence.¹ His fellow Englishmen, the GOMPERSES, JARROLDS, RATCHFORDS, etc., etc., however well-off they may now be, are but cockroaches alongside of this leader of the English style of Unionism. They may have a few thousand dollars laid up; they may have gold chains, thick as anchor chains; they may have high hats, broadcloth, and even a few dirty tenement houses; but all that is as naught to the Pure and Simple Grand Master ARTHUR. He is a stockholder in railroads, newspapers and other enterprises of great pith and moment, and is owner of a palatial residence. This he did not gather from his savings as a workingman, nor yet from his savings as a “Union” officer. This wealth he gathered from his faithful services in keeping the blinkers on the engineers, and leaving them at the ragged edge that they now are at, ignorant of the Labor Question, and near-at-hand

¹ [PETER M. ARTHUR (1831–1903), led the Brotherhood of Locomotive Engineers from 1874 until his death. Although he refused to allow the BLE to affiliate with either the American Federation of Labor or the Knights of Labor, he was among the most reactionary and anti-Socialist “labor leaders” of the era.]

victims of the improved or electric engine.

Every strike of railroaders could have been won but for Judas ARTHUR. Had he been an honest and true man; had he been a man possessed of average rectitude, the opportunities that this great office offered him could not have failed to make clear to him that a firm, class-conscious, revolutionary attitude struck by the engineers would have brought the railroad capitalists down on their knees before these men. But he was a “Pure and Simple” Labor Leader. All is told in that one expression. As such, he feathered his own nest with the sweat of the brow of the workers who placed confidence in him, and reached the position of affluence he now enjoys.

Were it not for Judas ARTHUR, not only would the engineers themselves be to-day occupying an infinitely better position than to-day, but, thanks to the highly strategic position that the nature of their trade placed in their hands, they could have reached their hand to their less favorably situated fellow wage-slaves; and thus the whole Labor Movement of the country would be to-day on the highway to emancipation, instead of being away behind, struggling out of the perplexing woods that ignorant, stupid and corrupt British, or “Pure and Simple,” Trade Unionism has thrust it into.

Thus the news that the “officers in direct control over the engineers decline to go into a purely sympathetic strike” has so well-known a ring, that the failure, absolute and complete, of the strike was an assured thing from the start.

Such is the condition of things under “capitalist Unionism.”

Smash it!

Transcribed and edited by Robert Bills for the official Web site of the Socialist Labor Party of America.
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