

## Memphis.

The situation in Memphis is most encouraging. We are fighting with the same determined effort at this time that we have displayed since the inception of this strike. The high water has receded, but there has been no improvement in train service, as the strike is the underlying cause of these conditions, and as long as it is in progress the company will be unable to give the shippers and public adequate service.

Brother Horn, of the Blacksmiths, arrived from the South, and told in a Federation meeting of the many difficulties the company is experiencing in the South, among these being the inability to move the strawberry crop. We are also very much pleased to note the determined spirit prevailing at Water Valley and the aggressiveness displayed by the brothers there for a clean victory.

Among the many failures of motive power, we might mention that the Fulton accommodation had an engine failure before it got out of the terminal. Engine 1117 came in dead, and the motor car has not made a successful trip since it has been here. It is in the shop all the time where it is being subjected to the crude scab treatment. The yards here are seriously congested. Casey Todd, the government attorney, has filed some more suits against the company for violation of federal laws governing hours of employment in the transportation department. We are holding the usual interesting Federation meetings here on Sundays, and nothing but the Federated agreement for which we went on strike will do for old Memphis and her stern army of strikers.

A man was killed in the Nonconna yards recently, by engine 627. The engine was working in the yards without any headlight. They started to couple to a car which was minus a draw bar, and the man on the footboard of the engine was killed. **Safety first** is the cry of the Illinois Central, but this and thousands of other accidents do not demonstrate any sincerity on their part. The scabs got mixed up with their work in the yards, and one of them lost his foot, and another his arm. The injured ones are T. L. Brown and John Avers. They were working on track No. 17 in the car department without having a danger flag up, and a cut of cars was kicked in on them. The scabs haven't enough sense to protect themselves, so how can the traveling public expect protection from them?

## Central City.

The scab machinist seems to have lots of trouble in keeping the rod brasses from running hot out of here. If he understood his business they would not be running hot. Recently engine 1040 came in hot and the rod brasses burnt out. Fireman Ludlow, of passenger train 102, was seen helping the scab car men fix the steam hose. We would suggest that he apply for a job car knocking so that he can get all the experience in this line of scab work that he wants.

Engine 1040, on passenger train 102, killed a negro in the yards, and this will cost the company another little piece of money. Engine 1680 had an air failure, but made its run without air. The mines here have changed their contracts with the Illinois Central and in the future the railroad will have to furnish them 10 cars every four days instead of 10 cars every day. Passenger train 104 came in 10 hours late one day. Other trains are very late, and everything at this point indicates a victorious end of the war.

Engines 1040 and 859 came in dead, and engine 1559 jumped the track at Graham. Engine 1048 hit a wagon south of Powderly Station, the wagon being torn up and the driver seriously injured. He was brought to Central City. The scab machinist and boiler maker, who were fired, have been re-instated, after telling Scab Foreman Pettie that they would willingly do whatever they were told to do (as all scabs do) and so they were re-instated.

## McComb.

The Illinois Central is trying to ring in the bluff that there is no car shortage as far as the berry shippers are concerned, yet the growers are letting their berries rot in their fields, as they do not care to go to the extra expense of getting them picked, and then have them rot on their hands because of the inability of the Illinois Central to furnish them with cars. The berry growers had a meeting with company officials the other day at Independence, La., but they got the same old song: We will handle your business all right in the future, and apologize for previous inability.

A wreck took place at Magnolia, Miss., and six cars were overturned when an attempt was made to back some coal cars into a siding in time to get in the clear of a passenger train. Nobody was injured, but traffic in the passenger department was tied up for some time. A salesman for the Dittman Shoe Co., of St. Louis, whose name is Frank B. Fox, and whose home was in Jackson, Miss., was killed by the Illinois Central between Fernwood and Magnolia. Passenger train 33 was late and he decided to walk to the next station, as he had business there, and figured that he could make better time by walking than by waiting for the late trains on the Illinois Central. It was while he was walking along the track that a freight train came along and killed him. A



wreck took place north of Canton, Miss., where seven loaded cars went into the ditch in a derailment, and traffic was tied up for some time. The Illinois Central struck a farmer near Crystal Springs, Miss., injuring him seriously. The Ladies' Auxiliary of the B. L. E. & E. gave a ball recently and, needless to mention, it was a social and financial success. One Emmet Ley, a scab who is working nights, decided to lay off and participate in the light fantastic with McComb's fair dames, but dolly boy was precipitated from the center of jollification with orders to brush away instantly.

## Paducah.

The high water has receded, but old Paducah is still on the map. Damage done to the Illinois Central by the water on its visit to this section cannot be estimated. Freight yards are congested with shipments that have been delayed here for a long time, and the Old Hog is now making an effort to press all available scrap piles into action in an effort to move some of these shipments.

Three wreckers were employed in picking up the wreck at Gravel Switch, and one of them was turned over into the ditch while trying to lift some of the coaches. Whisky Dick, a passenger train between Paducah and Hopkinsville, jumped from the track into five feet of water, and one of the crew had to swim to a place where he could telephone for assistance. Switch engine 199 and a flat car were sent to rescue the passengers, and after a temporary trestle was constructed to get the passengers from the coach to the flat car they enjoyed an open air ride to the city. A passenger inquired of the agent as to train connections for Chicago and was informed that the fast Panama trains had been pulled off because business did not justify running them. We assume that the little red sticker have fulfilled their mission in warning the passengers. Scabs are leaving the city, and quite a few of them are walking the streets with a conspicuous look of anxiety on their faces. In conclusion we might mention that the rebel forces have the situation well in hand at this place, and that the company is fast approaching that cast iron mile post of capitulation.

## Jackson, Miss.

The situation is all that can be expected at this point of the Illinois Central. Quite a few of the scab car men have been laid off here within the last few days. A scab by the name of Ellwood, who performed the track on the clerks here, left for Vicksburg, where he is going to continue in the service of the Illinois Central. He leaves with a police record, as he has been up at the altars of easuistry charged with gambling and peddling whisky. We suggest that the good people of Vicksburg keep an eye on him.

The scabs held their regular monthly jollification after pay day by filling up on embalming fluids. Among the many that participated extensively were Chief Yard Clerk Boe, Galvant Hunter Kimball, the big society player, is going around, but his head looks as if some one had a weight on it, for he promenades in deep meditation because his friends have all deserted him, and give him the rusty glare when he approaches. The trains are still on the same old strike schedule, and pulling empty coaches over the road hours late.

## Chicago.

Everything remains in the same encouraging condition at old Fort Dearborn. One of the sheets had quite an item in it the other day, stating that there was no strike, but this was only the howl of the emissary.

Scab Machine Foreman Miller is having some time in his vain efforts to drive his cattle. He went after one of them the other day and after the inferior scab had worked on his superior, Miller was badly done up and the other fellow had to donate ten dollars to the city. Miller has about gone the limit with the bull pen imps, as they are leaving the pen in large droves. Ten of them left on one day and twelve on another. The bull pen is piled up with dead engines, and there is nobody to make the necessary applications. They have 30 new switch engines stored away. These have been leased, but for some reason they cannot use them, as they are unable to comply with the terms of the lease. They are having about as much luck getting motive power as they are having in breaking up the system federation.

Trains are running as late as ever, and the car shortage is just as intense as in the past. Suburban engine 1419, out of the pen with a paint brush overhauling, failed three times in trying to make one trip. Engines 1440 and 1010 came in dead. Intense excitement developed the other day when an engine on a suburban train struck the derail at 67th street, and jumped the track. Passengers were frightened and it is not known just how many were injured, but no doubt many were jolted into a realization of the fact that they were riding over the scabby old Illinois Central. Brother James Richmond of the machinists gave us a fine, humorous talk at our recent Federation meeting, and you can take it from James, he is right there with the wit, interest, enthusiasm, and all the other weapons of a platform orator.

## Freeport.

The Pretzel City army is in the tight to a finish, and from all indications the finish period of the tight will be reached in the not far distant future. Many wrecks in conjunction with all the other conceivable obstacles are what the Illinois Central is experiencing out of here. The company is unable to keep the track clear with the one wrecker that is stationed here. It necessitates three or four of them to keep the road in a trafficable condition.

One Ed Rippberger has gone to work in the Wallace yards. This includes the whole family on the job, with the exception of the woman folks, and it would not be much of a surprise if they would also get on the job and help give the dying Hog a bit. One Carl Regan, a scab who was garnished, Boots Shover and Faust are still doing the act here. The scabs overhauled a boiler check on St. Paul engine 229 and after it went out, it failed again.

A wreck took place between Warren and Apple River, and traffic was tied up. Another wreck occurred in the yards, when Engineer Wilkins, who has been boarding the scabbies, ran his engine into another, damaging both engines and knocking a caboose and box car off the track. A wreck took place at Hudson, where eleven cars went through the bridge and fell to the river. A brake beam crumpled

**The Illinois Central  
Killed  
Old Man Harrahan  
At Kimmunity.**

**Where Will They  
Kill You?**

from a car, derailing the cars as they were running over the bridge. Traffic was tied up for many hours. Two wreckers were on the job. Still another wreck took place at Sublette, tying traffic up for some time. In conclusion will say that the company is rapidly approaching a period of financial ruin.

## Oakland

The Oakland Wolves are carrying on their fight with more effectiveness now than ever before. One of the strongest points of advertising that we are putting over at this time is the mass picket line. The bull pen imps do not care to see this large army of pickets, or meet them as they depart from the pen. Martyn, the government inspector, has been on the job here and tied up several scrap piles.

One of the rats who lost his arm while he was doing the act in the shops, has sued the company for \$25,000.00. Later he accepted a compromise of \$2,000.00, and the lawyer got \$1,000.00 of this, the court fees were \$300.00, which left the scab \$700.00 for the arm he lost, with his time and hospital fees still to pay. Whoop her up, boys, the war will soon be over, for the way they are working just now will put the road in a position where it will not pay any dividends this year or for years to come.

## New Orleans.

Since our last report, Old Granny Parks has paid us a visit. He came down the line to look over the levees and get a view of his bull pen imps at the same time. He arrived here and reports the levees safe, but this is more than he can say for his equipment and his rotten railroad. One Luna Lesseps, who looks like a snake eater, is scabbing on the car men at the union station. What he don't know about a car would fill a book the size of a box car. It is rumored that the piece work system will be inaugurated at the Harahan shops. Trains are as much as seven hours late, and engines and cars are shot to pieces. We wonder how long the dear public will stand for it. The train report for the week indicates that nearly all trains are arriving hours late in this city, and if the train schedule is disrupted in any place, it surely is at New Orleans.