

31.805
STR

STRIKE BULLETIN

Illinois Central System Federation

Victory with no compromise

Entered as second class matter Jan. 3, 1913, at the post office at Clinton, Ill., under the act of March 3, 1879.

Vol. 1 CLINTON, ILLINOIS, JULY 1, 1913 No. 27

What Are You Going to Do About It?

The General Managers' Association—an organization representing all American railroads—has decided that the growing discontent concerning wages and working conditions among their employes must be eradicated, and to this end the organized efforts of the workers are to be treated with a process of extermination.

The ultimate object of the General Managers' Union is the annihilation of all labor organizations. However, in their efforts towards this end, they have not inaugurated a general warfare—a universal campaign of destruction—but are performing their operations spasmodically and in those channels of their jurisdiction where they have decided that the employes are awakening to their class interests, and are combining their efforts in mass organization, such as has developed among the employes of the Illinois Central and Harriman lines.

War was declared by the General Managers' Union on the men on the Illinois Central and Harriman lines, because there was a possibility of the newly-formed combination of the workers attaining a degree of effectiveness and thus intruding upon the sacred rights of the labor exploiters, whose interests are represented by the General Managers' Association.

The survival of the labor organizations depends upon their intelligence, and upon their organization and combination upon the same lines as those upon which the General Managers' Union is organized. Swear allegiance to the same law of unification, and pay tribute to the same ceremonies which govern simultaneous action, harmony of efforts, solidarity of interest and all of that which is essential in the recognition of a oneness and unity of all the scattered forces.

A solidarity of action is the indispensable adjunct that must be developed within the labor movement. Inflammatory strikes must become universal. The strikes of today must become general, and when this point is attained, that social cancer known as the strike will cease to exist, because it will then be so expensive and unbearable that all corporations, in compliance with economic laws, will seek amicable adjustments of all labor controversies.

For twenty-one months an economic rebellion has prevailed on the Illinois Central and Harriman lines. Later, the employes of the Pere Marquette were forced out on strike by the same organization that precipitated the Illinois Central and Harriman lines strikes and all other railroad strikes. Some twenty-five railroad organizations which are as yet slaves to the classification of labor and class legislation, are now and have been for the last few months in conference with the representatives of the General Managers' Association, in an effort to obtain an increase in wages and the amelioration of working conditions. But all these organizations could not have encountered more disrespect if they had been told to go back home and keep their mouths shut.

The general strike inevitably must come in the end. It is the only solution. It will force the Managers' Union to cease their regime of warfare. The workers should organize everywhere for a general strike. Let the agitation for a general strike become epidemic. Let there be a development in the labor movement of that unity which has made itself so conspicuous in the General Managers' Union. Let the working slaves rebel against their industrial masters, showing their discontent in a general strike, and the labor problems will be solved. The general strike must some day be the final action. What are you going to do about it?

WILLIE WAS HOME ON A VISIT

Willie is one of the strikers. Before the war he explained to the boys his methods of treating scabs, and we expected that it would be necessary to draft all the students in the schools of embalming and anatomy to take care of Willie's victims. He threatened to call the strike prematurely by dashing through the shop with his red bandanna in the air, and when the union voted an assessment on all the members who departed before the strike was over, Willie was there for a heavy assessment.

When the strike was called Willie was placed under guard, for the boys didn't want their union disgraced by Willie's direct action. However, after several days of vigilance, it was discovered that Willie was perfectly harmless. He could pass by a scab and leave him unmolested. The day when the cross roads pickets were taken to jail Willie packed his trunk and purchased a ticket for a junction on a foreign road where a friend was to get him on the pay roll.

See, but this departure of Willie's was a pathetic one. How vigorously he shook our hands in that farewell on the station platform! While awaiting the arrival of the night express that was to take him far away, he said with a show of sincerity that it was for the best that he go to work and send his money home so that we could get the cross roads pickets out of jail and purchase coal and groceries for the needy ones.

Willie was a good enough fellow. He meant to do well, but he was all wind. After a few months' absence he sent back instructions for us to stick if we had to eat snow balls, also informing the boys that he had loosened up to the extent of purchasing a ten cent ticket on a raffle for their benefit and that he hoped this philanthropic action would do much for the promotion of the great cause.

Willie was home on a visit the other day. He looked as if he had fallen off the counters of a haberdashery emporium. He was stuffed into a corset-shaped coat; he had six inch cuffs on his peg tops; his bread hooks were done up in French kids, and he wore a Long Island derby on his water-brained repository. The

exterior territory adjoining his kisser showed the effects of heavy manicuring, and putting it mildly, Willie came home in baby doll style.

The west gate pickets met Willie brushing up the street as they were on their way to drive a wooden monument on Bill Casey's grave at the cemetery. Casey was killed by the marshal in the Fuller store riot. Willie told the boys all about his one hundred dollar job, saying that he had come home to make a deposit of five hundred. He sniffed at the inferiority of Casey's wooden monument and said that Casey was a good enough fellow, but Casey should have done as he did and got out before the war broke out. He excused himself for not paying that assessment he had levied before he left by stating that some one, some place, some time away back got away with some of the strikers' money and that he was not going to be responsible for a recurrence of such things. He came in on the I. C. and his train was only four hours late, and he said he had seen one engine all painted up and that it looked well. Also a friend had told his grandfather that we had had one desertion over the river. Take it from us, Willie was just as full of wind as ever.

Willie, what are you whaling about? You are working aren't you? You don't know a damn thing about the strike and the sacrifices we are making. You left us here to hold the sack a long, long time ago, and, for Christ's sake, if you can not do anything to help the good cause along, do us a favor and keep your mouth shut. The other fellows do not know you to be as windy as you really are, but we know you Willie. You can't see deeper than the paint brush. We refuse to judge you by your haberdashery, and we are going to win in spite of what you say. Willie, YOU ARE ONLY A QUITTER.

DEFECTIVE GRAB IRON COSTS I. C. \$17,000.00

(Associated Press Telegram)
ST. PAUL, Minn., June 23—Andrew Larson, a brakeman of Albert Lea, Minn., today was awarded a verdict of \$17,000 in district court here against the Illinois Central Railroad company for the loss of an arm.

THE NIGGER SCAB.

(By Old Zicketty)

Hark! you black face nigger slob,
Our fathers fought to set you free,
You're scabbing now at the bull pen job
To make a slave of men like me.
You dirty foolish bonehead shrimp,
Go right back home to the River Nile,
You scabby rat, you bull pen imp,
Go feed yourself to a crocodile.

You drank from Freedom's golden cup,
And if you were home, you Hottentot,
Your people soon would duss you up,
And have you heeling in a pot.
In this fair land of our today,
You black faced anthropoidal monk,
You scab our jobs for little pay,
So beat it home, you senegambian skunk.

We have tried our best to make a man
Out of a gorilla chimpanzee,
But now you're doing the best you can
To make beggars out of men like me.
So dig for home, I'll pay your fare,
And wish to you this piece of luck,
I hope at once when you get there,
They'll grind you into caoutchouc.

TRAIN WRECKERS ELUDE PURSUERS

Bloodhounds from St. Gabriel Fail to Trail Supposed Hold-Up Men—Egan Was Passenger—General Superintendent of the Valley Line Aboard One of Three Pullmans Ditched.

(New Orleans Press.)

NATCHEZ, Miss., June 21—(Special)—Bloodhounds from St. Gabriel, La., failed to obtain a scent which they could follow in the work of tracing the train wreckers whose work last night derailed five cars of the New Orleans and Memphis train, No. 12, on the main line of the Yazoo and Mississippi Valley Railroad at McNair, nine miles south of Hattisonton, in Jefferson county.

Sheriff G. B. Hammett, of Fayette, and a posse of men, together with railroad detectives, have been scouring the country in all directions, but have been unable to secure any information that would help them in their efforts to capture the train wreckers.

Sheriff P. W. Mulvihill and his deputies watched the roads entering Natchez during the night and all today, but did not discover any man or men of suspicious character.

General Superintendent A. E. Egan, of Memphis, Freight Agent Joseph Hattendorf, of Memphis, and 100 passengers were on the train which ran into three cross-ties fastened in the shape of an "A."

CROSSTIES THROWN ASIDE.

The obstruction was placed on the track some time between 8 and 8:30 o'clock, as the fast freight south passed the place forty minutes before the passenger train struck.

Engineer Desmond saw the obstruction when forty feet distant, too late to slow down, but, thinking he could knock it off, opened wide the throttle. After striking he shut off steam and threw on the air brakes. The obstruction was knocked aside.

The engine, baggage and mail cars held to the rails, the first day coach being the first to leave the track. Two coaches and three steel sleeping cars followed, but nobody was injured.

A train was made up from the Natchez equipment, and through passengers were taken to Memphis. Passengers for Natchez were brought in at 1:15 this morning. The roadway was cleared early this morning.

Two theories as to the cause of the wreck have been advanced. One is that discharged employes placed the ties on the track and the other is that several men attempted to wreck the train for the purpose of robbery.

I. C. STRIKE FACTS IN PHOTO FORM TELL TALE

(Cedar Rapids Tribune)

The surest evidence that the strike of the I. C. shop men is not a thing of the past and that the road as well as the Harriman lines are in desperate conditions so far as rolling stock and motive power is concerned is had in the trade being printed in the daily press and coming direct from headquarters of the company. The article in question is taken from a Jackson (Miss.) excuse for a newspaper, and is a bitter denunciation of the union men still on strike.

Strikers Produce Evidence.

The story of the real condition of the strike bound lines is most truthfully told in pictures, not mere words, in a late issue of the Strike Bulletin. It is this clear exposition of facts that has aroused the management and the Jackson sheet to an ill advised show of temper and peevishness. In the Bulletin are shown

dozens of actual photographs taken of recent bad wrecks on the two systems. The shop men on strike for their rights are well satisfied with their showing to the public. That these corporations are not shown by their futile denial of the illustrated facts:

TWO WRECKES IN ONE ON THE TRESTLE

Two White Men and One Negro Thrown from "Towcar" and Seriously Injured in First Crash—Car Derailed in Second—Flats Had Slipped Down the "Swag" in the Tracks at First and Jefferson Streets and Was Not Seen—Negro Remained Still Under Car, Though Injured, Until the Cars Gathered Momentum and Rolled Down to Engine Again.

THE INJURED.

Berte Meritt, engine foreman, gash cut in right leg; head bruised.

Vernon Gorman, switchman, collar bone broken, minor bruises.

Pete Harris, (negro) switchman, spine injured, body badly bruised.

Three employes of the Illinois Central railroad company were injured, two seriously, Friday night at 10:35 o'clock when a tow-car coupled to switch engine No. 182 was rammed into a string of flat cars, at the foot of Monroe street on the Illinois Central trestle along the river-front. Berte Meritt, engine foreman, probably is the most seriously injured of the three, while Pete Harris, a negro switchman, also sustained painful and perhaps serious injuries.

All of the injured are in the Illinois Central hospital on West Broadway under the care of railroad surgeons.

Meritt, who is thought to be the most seriously hurt of the three, is suffering a gash five inches long in his right leg between the knee and thigh, while the back of his head also is bruised painfully. Gorman, whose home is in Russellville, sustained no injuries of a serious nature but a broken collar bone. Harris, the negro, is suffering a badly twisted spine, and surgeons have not yet completed an examination of him. However, it is not thought his injuries will prove fatal.

According to Engineer Fred West, who was in charge of the switch engine, No. 182 was backing south on the trestle rather slowly when the tow-car which was coupled on the rear of the engine struck a string of three flat cars that were on the tracks north of First and Jefferson streets. At the time the tow-car was about 100 yards north of the street intersection.

The three men shouted to Engineer West just before the two cars collided. The two whites and negro were seated on the front of the tow-car but their warning was too late to avoid a collision. When the cars met Meritt and Gorman fell from the car to the ground, about twenty feet below. The negro rolled head forward onto the ties of the trestle and lay there while half a length of the tow-car passed above him.

That the negro was not ground beneath the wheels of the tow-car is a miracle. He was still beneath the car when the "flats," after striking two "boxes" south of Jefferson, rolled back down the swag at that point onto the tow-car a second time. The presence of mind of Fireman H. Watkins probably saved his life. The negro was preparing to crawl from beneath the tow-car when the fireman cried to him to remain where he was until the second collision. Harris' heeding of that warning undoubtedly saved his life.

The injuries sustained by Meritt and Gorman were caused to a large extent by several large pieces of lumber piled beneath the trestle. They struck on the sharp ends of the timbers and rolled for ten or fifteen feet.

As soon as they could dismount from the cab of the engine and find their way from the trestle, Engineer West and Fireman Watkins removed the injured and assisted by employes of the Paducah Ice company, who were attracted by the crash, carried them to First and Broadway, where they awaited the arrival of the railroad ambulance. The front trucks of the tow-car were knocked from the tracks when the second crash came.—Paducah News-Democrat.

Two Coaches of Train Derailed at Crystal Springs

(Special to The Times-Democrat.)

CRYSTAL SPRINGS, Miss., June 19—The observation car and one sleeper of Illinois Central train No. 4, due here from New Orleans at 12:25 p. m., was derailed about a mile south of here today. No one was hurt. The accident was caused by buckled rails, due to the intense heat.

The train was delayed about thirty-five minutes. Owing to their damaged condition the observation car and the sleeper were left here. The track for several hundred feet was badly torn up and otherwise damaged.

STICHT...
UNIVERSITY