

STRIKE BULLETIN

Victory with no Compromise

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No. 37

You Railroaders

It's you railroad men on the ILLINOIS CENTRAL AND HARRIMAN LINES that we are talking to, and we are talking to you in particular because of the strike of the SHOP MEN on these lines and your relation to these men as railroad employees.

Your companies have been UNFAIR to the men now on strike and they will accord you the same treatment when the opportunity to do so arises. They have no more respect for you than for the shop men ON STRIKE, but in order to procure as much of YOUR assistance as possible while the strike is on, you will be told at various times about your good prospects for promotion. Special mention will be made of your life-time job, and the inability of the companies to railroad without you. In fact, they would like to have you believe that if you get KILLED on your next trip out, every telephone pole along the line will be draped and the stockholders of the road will call a special meeting to provide for your wife and babies.

BUT don't let them overestimate your importance. They will build engines and cars and run trains over the division LONG AFTER YOU ARE DEAD AND GONE, and if a company agent calls on your WIDOW at all, it will be only because you had two weeks' wages left in the company's treasury and he will be there to try and beat her out of it.

The repairing of engines and cars was the work performed by the men now on strike, but since the strike much of this work has gone by default and minor repairs have been left for you to do yourself. BUT, IF THIS WORK WAS NOT SPECIFIED AS ONE OF YOUR DUTIES BEFORE THE STRIKE, IT SHOULD NOT BE AFTER THE STRIKE. As the shop men who are on strike had jurisdiction over all repair work, regardless of its insignificance, before the strike, therefore, any work of this nature now performed by you, is against the interests of the strikers and tends to nullify their efforts.

It is only a few of the company's stools in your ranks who will and have lowered themselves to the level of the scab, and are performing work for the companies that does not come within their jurisdiction. This small army of scabs is dangerous material to have in your own organizations, for if they will scab on the shop men while they are on strike, they will also scab on their own organizations when the time arrives that you are precipitated into a strike.

Before the strike you did not have to take BAD ORDER equipment over the road, as you have to do today. In fact, according to LAW, and the regulations of the safety appliance ordinances, you cannot be compelled to handle this bad order equipment. BUT YOU ARE DOING IT, and you don't seem to know how to get out of it because you are told that YOU MUST HANDLE IT.

If on your next trip, you should take the bad order cars in your train and kick them over the barb wire fences along the right of way and continue to do so as long as they give you bad order cars to handle, then you could look for a remarkable change. BUT, as long as you DILLY DALLY, patch up and nurse the bad orders and as long as you continue to get them over the road, you may rest assured that you are going to be given the bad order equipment to haul.

If you would let the work on your engine alone, and let matters take their natural course, the engine will strip itself before you get very far from your terminal. Then the pound that you have reported so often will receive some attention. BUT, as long as you can get the engine over the road by driving down the bolts, the companies will be delighted to see you FIDDLE ALONG.

You have a federal law governing railroad equipment and it states that BAD ORDER equipment must not be operated. It belongs on the scrap pile. The remedy for your condition is TO PUT IT THERE. DON'T WORRY about the bad orders in YOUR TRAIN. Let them alone, and let them make KINDLING WOOD out of the entire train. If they want to send that engine out in a defective condition, let her take her natural course and go into the ditch, strip herself or explode. What should you care? And WHY SHOULD YOU WORRY? Engines and cars will be built and trains will be run long after the death of YOU RAILROADERS.

The War of Today

The Associated Press came out in box car letters on the most conspicuous page of the sheet with an article under the caption: "Big Railroad Strike Threatened in the West—Kruttschnitt has left his Fifth Avenue Office for Frisco, Seattle, Portland, Salt Lake and Chicago, on a tour of inspection and investigation over the strike-threatened territory."

Everybody was in a state of anxiety as to future developments, including BILL SMITH, the pessimist. However, when the extra edition came out stating that LABOR LEADERS were on Kruttschnitt's trail with the proposed ultimatum, but that Kruttschnitt had escaped into the East again and the presumption was that he would sail for Europe before he would submit to a conference with the representatives of labor unions, then the fighting qualities in all the constituents, all the way down to Sleepy Bill Smith, the pessimist, were developed.

Such were the developments of two years ago which led up to the strike now in progress. The result was a strike of some 38,000 workers, and because of the stubbornness on the part of the railroad plenipotentiaries it was the unanimous opinion of all workers in the railroad industry that the men on the Illinois Central and Harriman lines should strike to force the concessions asked and to maintain their dignity.

The 38,000 men went on strike, but the labor movement, of which they were a part, failed to finance them to an extent which would enable them to stay on the job and fight. BUT, the Illinois Central and Harriman lines were members of a union whose financial resources are inexhaustible, and the 58 railroads of this union, better known as the General Managers' Association, were assessed \$50,000 per month to create a strike fund for the Illinois Central and Harriman roads. In other words, each road as a member of the General Managers' Association, has been assessed in the 24 months of the strike a total of \$1,200,000, and the total amount paid in by all the 58 roads during this time has been \$69,600,000, exclusive of loans and donations made by the association to the struck roads. These assessments and payments to the Illinois Central and Harriman lines have been used for the purpose of annihilating organized labor.

These statistics are authoritative and show conclusively that the Managers' Association is far superior to anything in the line of organization ever developed within the labor movement. If the labor movement has financed this strike to an extent that 500 of the 38,000 men who went on strike have received the measly wage of \$12.00 per week since the inception of the strike, no one knows anything about it.

The financial resources of the Managers' Association will be inexhaustible just as long as the men on the other roads which comprise the association, remain at work and grind out profits for their respective companies so that they will be able to pay their assessments to the Illinois Central and Harriman lines. If it were possible for the men on the other roads to become imbued with such modern union principles that they would take part in the fight and enter into a general strike, then the General Managers' Association would arrive at a very critical point.

The managers, however, are not going to arrive at this CRITICAL POINT, if it is in their power to avoid it. They are able to estimate the danger of THE GENERAL STRIKE, and therefore all available machinery is being placed in motion to frustrate the plan, and as they are good mechanics, when they place their machinery in motion within the labor movement, it moves with remarkable rapidity.

It's the yelp and the howl of BILL SMITH, the pessimist, that manipulates the VALVE MOTION in the interest of the MANAGERS' ASSOCIATION. He has been on the job and has stoked the FIRE BOX OF ENERGY for them since the inception of this strike. During the preliminaries he was with the YA YA BOYS with blood in his eyes for action, but when victory failed to arrive within the first 24 hours he set out to chisel off the dollar assessment that had been welded to the cause, and proceeded to do everything he could to further the interests of the GENERAL MANAGERS. And today he is still there on the job for them, ready to screw a bushing on the expansion pipe of a GENERAL STRIKE.

You who are working and who have no other aim in life but the perpetuation of the industrial army—it is you who should act together with all the other workers in a MASS MOVEMENT FOR A GENERAL STRIKE and DEMAND a cessation of the tyrannical rule and of THE WAR OF TODAY.

E. M. Wilcox, division general foreman of the Chicago, Indiana & Southern and the Indiana Harbor Belt, has been appointed division general foreman of the Lake Shore, at Englewood, Ill., vice George Thomson, made master car builder at that point.

I. M. Page has been appointed signal supervisor of the Chicago & Alton at Bloomington, Ill., in place of R. D. Boynton, resigned.

Harry Greenwood has been made general foreman of the Cincinnati, Hamilton & Dayton at Indianapolis. Martin Murphy is made master boiler maker at that point, vice E. Owens, resigned to accept similar service with the Bangor & Aroostook at Milo Jet, Me.

J. J. Daily has been appointed roadmaster of the Oregon Short Line, at Kemmerer, Wyo., vice John McGreevey, resigned.

"SAIL ON! SAIL ON AND ON!"

When you get discouraged, disheartened and blue, when you feel that your best friend has betrayed you, when your confidence in humanity is shaken, when hope is dead, when you are weary with the strife and turmoil of our present day civilization, just read this soul inspiring poem by Joaquin Miller, the "poet of the Sierras," who died some time ago at Oakland, Cal. This is an ode to Columbus and every one who reads this should cut it out and paste it in his hat to read when he gets a "yellow streak."

COLEMBUS.

Behind him lay the gray Azores,
Behind him the gates of Hercules,
Before him not the ghost of shores,
Before him only shoreless seas.
The good mate said: "Now must we pray,
For lo! the very stars are gone.
Brave admiral speak! what shall I say?"
"Why say: 'Sail on! Sail on and on!'"
My men grow mutinous day by day,
My men grow ghastly, wan and weak,
The stout mate thought of home, a spray
Of salt wave washed his awarthy cheek.
"What shall I say, brave admiral, say,
If we sight naught but seas at dawn?"
"Why, you shall say at break of day:
'Sail on! Sail on! Sail on and on!'"

They sailed and sailed, as winds might blow,
Until at last the blanched mate said:
"Why now not even God would know,
Should I and all my men fall dead,
These very winds forgot their way,
For God from these dread seas is gone.
Now speak, brave admiral, speak and say—"
He said: "Sail on! Sail on and on!"

They sailed. They sailed. Then spake the mate:
"This mad sea shows his teeth tonight,
He curls his lip, he lies in wait,
He lifts his teeth, as if to bite!"
Brave admiral say but one good word,
"What shall we do when hope is gone?"
The words leapt like a flaming sword,
"Sail on! Sail on! Sail on and on!"

Then pale and worn, he paced his deck,
And peered through darkness, Ah, that night
Of all dark nights! And then a speck—
A light! A light! At last a light!
It grew a starlit flag unfurled!
It grew to be time's burst of dawn.
He gained a world; he gave that world
Its grandest lesson: "On! Sail on!"

W. C. SHINGLETON, I. C. SHOP EMPLOYEE, SHOT BY POLICEMAN GARRISON

Officer's Nose Broken—Shingleton Attempted to Resist Arrest in Home of Ill. Repute.

BULLETIN—Shingleton died at 2:45 o'clock this afternoon.

JACKSON, Tenn., Aug. 25, 1912.—In an attempt to resist arrest at the hands of Officer T. A. Garrison and resorting to violent means, W. C. Shingleton, alias W. C. Cason, an employe of the I. C. shops, was shot and fatally wounded last night in a house of ill fame on Shannon street, conducted by a negro. Shingleton struck Officer Garrison several blows on the head and in the face, one of which resulted in breaking the officer's nose.

Shingleton lies in the Civic League hospital at the point of death, and official statements issued from that sanitarium this afternoon were to the effect that there was absolutely no chance for recovery on the part of the patient and that death would likely come before nightfall.

Officers Newman, Alfred and Garrison were called to the house on Shannon street, occupied by Mamie Hall, a negro, last night about 10 o'clock, residents in that neighborhood having entered complaint.

When the officers arrived on the scene, Policeman Garrison was stationed at the rear door and Officers Newman and Alfred made ready to enter at the front. Pushing open the door they found Shingleton and the negroess in the room, Shingleton being entirely nude. He ran to a room in the rear of the house, the negroess jumped out of a window and was pursued by officers Newman and Alfred. Officer Garrison then entered the house and took charge of Shingleton. Some words passed between them when Shingleton began to show fight, striking at the officer several times. Mr. Garrison received a severe blow on his forehead, and upon reaching to get his pistol he was struck a hard blow on the nose. When Officer Garrison did get out his pistol he fired at Shingleton, the ball entering the neck. Shingleton fell to the floor, and the officers summoned medical aid immediately. Drs. Frank Hamilton and J. T. Barbee arrived on the scene, and ministered to the wounded man as best they could under the circumstances.

The ambulance was called and they accompanied Shingleton to the Civic League hospital where they rendered all possible medical aid. From the outset the physicians entertained very little hope for his recovery, and Dr. Hamilton stated today that he saw no chance for Shingleton now.

Shingleton has been employed in the I. C. shops here for the past two years. He has been giving his name here as W. C. Cason and he was known to many of his associates by that title. He is a resident of Parkersburg, W. Va., and he stated to nurses this morning that he has a brother who is cashier of a bank in West Virginia.

Shingleton was arrested on March 4, 1912, charged with disorderly conduct and was fined in police court. His name was entered upon the docket as W. C. Cason.

His relatives in Parkersburg are being communicated with and some of these will arrive as early as possible.

CHICAGO TAKE NO ICE

To our brothers working in other shops and to all organized labor:

We are going to hold our Second Grand Anniversary Mass Meeting on Sunday afternoon and evening, Sept. 28th. Our program will consist of good speeches, and many of our friends who are with us in this fight, as well as our own officers, will be present.

Refreshments and lunch will be in abundance. Motion pictures of the strike and other subjects will be shown. Also pictures of the I. C. and Harriman line wrecks. Don't forget the date, Sunday, September 28th, afternoon and evening. Bring your pocketbook and help make it a grand success for the strikers. We hope to have to enlarge the building to make room for you.

TWO SCABS IN BAD

(Vicksburg Press)

L. Elvin and B. V. Muller, the two young white men who got mixed up in the Hinton murder scrape, lost their positions at the Y & M V. railroad shops as a result of their escapade. They are under bond of \$100 each to appear here in December as witnesses in the case. Muller is from Jackson, Miss., and Elvin from Huntington, Indiana.

Railroad Notes

F. C. Stuart, signal engineer of the Southern Pacific at Houston, Tex., has resigned.

W. T. Leyden, master mechanic of the Minreapolis & St. Louis, at Marshalltown, has resigned.

C. M. Hoffman has resigned as superintendent of motive power of the St. Louis, Brownsville & Mexico, and the office is abolished.

W. C. Greening has been appointed master mechanic of the Pere Marquette, at Grand Rapids, Mich., vice J. E. Hickey, resigned.

E. H. Hinkens, general foreman of the Baltimore & Ohio at Pittsburgh, Pa., has been made assistant master mechanic at that point.

J. C. Mill, assistant signal engineer of the Chicago, Milwaukee & St. Paul, has been appointed signal engineer, at Milwaukee, Wis., vice A. Brown, deceased.

W. Osborne has been appointed engineer of maintenance of way of the Atlantic Southern, formerly the Atlantic, Northern and Southern, at Atlantic, Ia.

M. E. Wells has resigned as assistant master mechanic of the Wheeling & Lake Erie and accepted service with the Wabash, headquarters at Detroit, Mich.

C. L. McVaine has been appointed master mechanic of the New York, Philadelphia & Norfolk, office at Cape Charles City, Va., vice J. L. Cunningham, resigned.

Hugh Montgomery has been appointed superintendent of motive power and rolling stock of the Rutland railroad, office at Rutland, Vt., vice F. C. Cleaver, resigned.

W. T. Cousley, chief car inspector of the Elgin, Joliet & Eastern, has been appointed master car builder of the San Antonio & Arkansas Pass, office at San Antonio, Tex.

J. E. McQuillen, master mechanic of the Santa Fe at Sibley, Tex., has been appointed mechanical superintendent, headquarters at Cleburne, Tex., vice F. T. Dunlop, resigned.

J. E. Hood has been appointed supervisor of bridges and buildings of the Northern Pacific at Duluth, Minn., vice R. E. McFarlane, granted leave of absence for six months.

H. C. Van Huskirk, general foreman of the Santa Fe at Cleburne, Tex., has been appointed master mechanic of the Beaumont division at Sibley, Tex., vice J. E. McQuillen, promoted, effective Aug. 15.

John White has been made roundhouse foreman of the Cincinnati, Hamilton & Dayton, at Indianapolis, vice Chas. Nash, resigned to accept a similar position on the Bangor & Aroostook, at Milo Jet, Me.

D. E. Barton, bonus supervisor of the Santa Fe, has been transferred to the eastern lines and the Topeka shops, office at Topeka, Kan., vice Ernest Cordeal, resigned. David Ross has been made road foreman of engines at Cleburne, Tex.

T. F. Fellows, tool foreman of the Pennsylvania shops at Renova, Pa., has been made foreman of the lathe department at that point; Samuel Kershner has been made foreman of the erecting department, vice J. T. Beckley, deceased.

John T. West, passenger agent of the Seaboard Air Line at Philadelphia, has been appointed division passenger agent at Raleigh, N. C., vice H. S. Leard, resigned to go to another company. L. E. Mann, traveling passenger agent at New York, succeeds Mr. West, and C. S. Cannon succeeds Mr. Mann. W. B. Gresham, traveling passenger agent at Atlanta, Ga., has been appointed district passenger agent at Birmingham, Ala., vice Jack W. Johnson, deceased. H. R. Gray, traveling passenger agent at Tampa, Fla., succeeds Mr. Gresham. R. L. James, city ticket agent at Tampa, succeeds Mr. Gray, and George C. Myrover succeeds Mr. James. S. C. Boylston, Jr., and R. A. Garvin have been appointed passenger agents at Jacksonville, Fla.

C. H. Webb has been appointed assistant general freight agent of the South Texas and Louisiana lines of the Frisco, including the St. Louis, Brownsville & Mexico, the Beaumont, Sour Lake & Western, the Orange & Northwestern, and the New Orleans, Texas & Mexico, office at Houston, Tex. J. A. Brown, assistant general freight agent, and C. W. Strain, assistant general passenger agent of the St. Louis, San Francisco & Texas, Fort Worth & Rio Grande, have resigned, and their positions are abolished, but they will retain their present positions with the South Texas lines of the Frisco. S. S. Butler, heretofore assistant to the vice-president, in charge of traffic of the Texas and Louisiana lines of the Frisco, has been appointed passenger traffic manager of that road and the Western Pacific office, at Denver, Colo. E. L. Lomax, passenger traffic manager of the Western Pacific, has been appointed assistant passenger traffic manager of that road and the Denver & Rio Grande, office at San Francisco. A. S. Hughes, general traffic manager of the Denver & Rio Grande, will have jurisdiction also over the Western Pacific, headquarters at Denver. H. M. Adams, freight traffic manager of the Western Pacific, has had his jurisdiction extended over the Denver & Rio Grande, headquarters at San Francisco. J. N. Githens, freight traffic manager of the Missouri Pacific and the Iron Mountain, has been appointed assistant to J. M. Johnson, vice-president in charge of traffic of those roads and the Denver & Rio Grande and Western Pacific, office at St. Louis. C. E. Perkins, assistant general traffic manager of the Missouri Pacific and the Iron Mountain, succeeds Mr. Githens as freight traffic manager, and the former position is abolished. W. I. Jones, assistant general freight agent of the Missouri Pacific and the Iron Mountain, has been appointed assistant to the general traffic manager, with headquarters at St. Louis.

WILL YOU DO IT?

Say you, this is to remind you that you have now got your lamps on an ad-less paper. We carry no paid advertising, the few ads carried being complimentary. That is to say, the struck roads have been so generous to us in the past that we have just let their ads remain standing.

However, we can get all the fake medicine ads we want and set our own price for the space, and we could get by to such an extent that we would be able to increase the salaries of everybody from the STINK himself down to the Canadian circulation manager, but we have simply refused to take this money, because we know damn well that Uncle Jerry's Pink Liver Pills won't take those dark spots from under your lamps after you have spent six nights on the Bowers, nor will Oswego Oil cure the rheumatism which you contracted when your proposed father-in-law buried his number tens across your droopy. If you are ever moved in on this dope the space in this rag will never be the cause of it.

But you know it costs money to get out a rag like this. Here is the product of first class workmanship. Here is a whole lot of reading matter condensed into a small space, and we are going to give it to you just as long as you will pay for it. When you won't pay for it we will take it for granted that you don't want it, but if you want us to continue to give you this rag, your AGITATORS will have to send us 1500 new subscribers every month.

You can get your union to subscribe for the entire membership of you will but try. You can get the fellow that wants to see your rag every week to give you his subscription if you will ask him. Surely he is not cheap enough to refuse to give you two bits for this sheet when he gets it 28 weeks and a copy of the Grave Yard besides, which in itself is worth a quarter. We must have the subscriptions, and you can get them. The only question is, WILL YOU DO IT?