

## McComb.

There is another wreck to report on the Y. & N. V. at Hollywood, Miss. A passenger train ran into a switch and crashed into a freight train which was standing on the siding. The fireman on the passenger engine was killed and the engineer was hurt. Passengers were badly shaken. The passenger train does not stop at Hollywood, and was therefore running at a lively clip when it struck the freight. The passenger engine went clear under the freight engine, demolishing both engines and several cars.

The wrecker was called south for a small wreck and was then called north a few hours later, so it is kept quite busy trying to keep the track clear. Passenger trains are from 10 to 40 minutes late.

The number of flat wheels and sharp flanges is increasing every day and it is almost impossible to report all of them. The cars are in the same dilapidated condition, such as doors planked up, doors missing, bad roofs, hot boxes, etc. Sixty-nine per cent of the cars are foreign.

We notice that switch engines have to be used to push nearly all freight trains out of the north yards, and the trains are only of moderate size at that. When the winter blasts begin to blow, it will take two switch engines to get them out.

As we were writing our bulletin, a crowd was seen passing up the street with a man on a stretcher. On investigation we found the man was an I. C. brakeman who had had his right arm amputated by the railroad's equipment. He was brought down on passenger train 33 from up about Norfolk, Miss., where the accident happened, and was taken to a hospital here.

Engine 1361, the local engine between Jackson and Gwin, twisted off the left main crank pin Saturday morning, bearing the engine up considerably on the left side and the rods on the right side.

A tank car was set out at Elton, Miss., on account of a broken flange. A new wheel was put on by the scabs at Elton, and the car was taken to Jackson, Miss., and put in the Canton train. The car ran so hot in this train and the journal was so badly cut that several train crews refused to take it out and so it was left at Canton for about 14 hours. Finally the car was picked up and put in a third train, but this time the draw head pulled out and it had to be set out again.

The Hagenbeck-Wallace circus was billed to show here Tuesday, Oct. 7th, but the I. C. failed to get the circus here in time and so there was no performance. This is some more of the normal business. The circus is billed to show at Brookhaven, Miss., tomorrow, and we will have our pickets on the job to advertise the strike. We have a nice lot of hand bills with appropriate advertising on them and will hand them out to the circus crowds there.

## Waterloo.

Business on the Illinois Central is far from normal for this time of year, and the partiality shown some of the road men in the matter of calls is causing grumbling that will result in no good for the I. C. company.

A derailment of several freight cars near Center Grove made it necessary to detour over the C. G. W. R. R.

An echo of the costly fruit train wreck near Independence is being heard, and it is reported that the Illinois Central has sent statements to a number of Independence people for fruit alleged to have been taken by them from the fruit train which was wrecked near Wise Siding several weeks ago. Eighteen cars of choice fruit were wrecked and people from miles around visited the scene and helped themselves to some of the fruit. The Illinois Central has now rendered statements and requests settlements. The company is certainly hard up for money, and as a further evidence of this fact the company doesn't even offer to pay for telephone messages announcing the death of employees killed by it out on the road. The government inspector is here and is condemning I. C. engines, but the company is so hard up for money that the inspector, after pronouncing engine 905 to be unsafe, allowed it to be used for a limited time. It seems impossible for the I. C. to run its passenger trains anywhere near on time, and freight trains seem to run on anything except the rails.

We feel more certain every day of victory for the Federation and are determined to fight it to a successful finish.

## New Orleans.

Business in this town is picking up all the time and very few of our men are loafing now. Crops are ready to be moved and merchants and business men are kicking for cars. The Illinois Central and Southern Pacific are trying to tell them that they have an abundance of motive power and rolling stock in serviceable condition, but such does not appear to be the case from the way they are railroading out of this terminal. Very few scabs of the floating element are coming in here at present. Several of the local animals are doing time for reaching for something that did not belong to them.

The Harahan scabs are going to lose Scab Dolan, and several of them will follow him up as soon as they can learn his new address. We understand that he is to be master mechanic in a pickle factory. He says that he will send for his scab friends as soon as he can hook them onto lucrative positions. Some of the merchants here are very uneasy, and are making special prayers for him to pay what he owes them before the pickle concern gets him.

Dr. Montegut is suing the Illinois Central for services he performed in the Montz wreck. The doctor saved many passengers from death in the wreck, but so far the Illinois Central has refused to pay him for his services.

The Southern Pacific is going to hold an auction of unclaimed and lost freight. This goes to show that many shipments have failed to reach their destination.

## Los Angeles.

Los Angeles again favors you with a general report of conditions as they appear at this point. The company is still having the same old trouble over its lines as before. Trains are as late as ever. Engines are still leaking, and those that are running are greatly in need of general repairs, the boilers especially. There are rumors that car service is 20,000 short, and the repair work is not being accomplished as it was before. There were 250 men (scabs) laid off Thursday and another bunch was laid off Friday at the S. P. boiler shop.

The boys are still on the job at this point and intend to stay until this strike is settled or a general strike is pulled off.

It was rumored that the boys were going back to work at this point, but this rumor was unfounded and false. There have been no desertions here for almost a year and less than 60 men of all crafts combined have deserted since the strike. We are yours for the cause and for labor's victory.

## Hempstead, Tex.

Conditions in the strike territory here are all to the good. Trains are running late, and the car shortage has reached a serious stage. Railroading on the struck roads in Texas has become very much of a joke. The division superintendent is running himself lame. He is visiting all the petty points on the division, trying to train the scabs to the point of getting some productive work out of them, but there is nothing doing, for these animals are not on the job for the purpose of doing any work.

A fire at Austin, Tex., caused some damage to property. The transportation men on the S. P. have a Federation now, and the workers are getting together all over the country. It is to be hoped that the Federation is for the purpose of fighting and not for holding Sunday school conventions. Just now direct action is needed to awaken the planters. Let the campaign for a general strike be everlasting, and the agitation for solidarity continue.

OUR AXE  
NEEDS A  
LITTLE  
GRINDING



## Mattoon.

There is not much stirring here on the Old Hog route. Passenger trains are running as late as usual. The 1900 class passenger engines are getting on the bum and winter is looking over the fence at them. Engine 759 has been turned in twice for repairs and to have the front end examined for leaks. Engine 283 died at Sullivan, on account of too much scab treatment. Engine 338, a scrap pile from some other division, started for Peoria with a train, but had to come back to the bull pen for some ginger. Engine 1725 is in for the scabs to get in time on by giving her a general doing up.

John Wise, a scab boiler maker helper, got one of his fingers mashed. A new job has been created here, that of night store room man, and all of the oils are to be drawn by air. The company is also going to put on another night watchman. Engine 704, a Burnshires scab painted output, went through here dead-headed towards the south.

## Cairo.

The situation here indicates that the company will have to give up the right in the near future. If the Illinois Central attempts to buck the winter with its present bunch of scrap piles, there will be a whole lot of funerals along the line. A notorious home made scab by the name of Tom Clinton has been transferred from Mounds, where he was gang foreman over a herd of niggers. He was not worth kicking out of a machine shop before the strike. Good scabs are as scarce here as hen's teeth. A home made scab by the name of John Gillipie tried to drink all the bug juice in town and when he came home one night after being canned, he found that his wife had run away. Later he told his tale of woe, saying that the company wouldn't let him work, that his wife had left, and that the union men wouldn't notice him at all. No doubt he is in a serious condition, but such is the natural result of scabbing.

## Princeton.

This finds the company as badly pinched as ever. Conditions on the road are unbearable. On the 5th passenger train 102 was two hours late, and No. 136 one hour late. A boiler maker scab who was engaged in beating flues on engine 731, lost himself and beat a hole through the flue sheet, which laid the engine up for some time. The company has sent a new switch engine here. Molloy, of the machinists, came through here the other day.

The company's business at this junction is not in a very healthy condition.

## ILLINOIS CENTRAL OFFER IS SPURNED

Mississippi Will Make No Compromise with Railroad on Assessment of Property.

JACKSON, Miss., Oct. 8.—Railroad Commissioner George R. Edwards today gave out the following statement:

"Yesterday a proposition was submitted to the Railroad Commission, coming direct from the president of the Illinois Central Railroad company, looking to a compromise of the litigation in the federal court of the assessment of the property of the Illinois Central Railroad company in Mississippi. I do not care to state what the proposition was, but we refused to accept it.

"In the trial of the case at Birmingham last week the argument was made by the attorneys for the road that the railroad property was assessed at a higher rate than other property in Mississippi. Their contention was that the census report showed that property in Mississippi is assessed at about 40 per cent of its real value. I submit that nobody on earth, not even the United States government, knows at what per cent of its real value property in Mississippi or anywhere else is assessed.

"The Mississippi Railroad Commission assessed the entire property of the Illinois Central in Mississippi, comprising 653.83 miles, at a total of \$17,500,000, on an average of approximately \$26,000 per mile for each mile of the road in the state. Forty per cent of \$26,000 is \$10,400 per mile.

"I have determined, so far as I am individually concerned, that I will not agree to any sort of compromise in this tax assessment litigation, which would seem to be an abandonment of the position of the Railroad Commission, and which would mean comparatively no raise in the assessment of the Illinois Central Railroad company. In fact, about the only sort of compromise I will agree to, and I so stated to President Markham's representative yesterday, was a compromise whereby the railroad company would withdraw its suit and pay the taxes on the assessment which was made by the commission. I really believe the assessment should be higher than it is."

John A. Droege has been made general superintendent Western Grand division, New York, New Haven & Hartford, at New Haven, Conn.; C. N. Woodward is made general superintendent of the Eastern Grand division, at Boston. Chas. H. Mottsett is made superintendent of the New York division, at Harlem River; W. H. Foster becomes superintendent of Shore Line division, at New Haven; H. C. Oviatt, assistant mechanical superintendent, becomes division superintendent at Taunton, Mass.; James O. Halliday is made assistant to the general manager, D. P. Stevens becomes trainmaster at Harlem River, and John Fick becomes assistant trainmaster at New Haven.

## Railroad Notes.

C. C. Womble has been made soliciting freight agent of the Santa Fe at Waco, Tex.

A. J. Anderson has been appointed contracting freight agent of the Baltimore & Ohio at Chicago.

H. P. Attwater has resigned as industrial agent of the Sunset-Central lines of the Southern Pacific.

F. B. Choate, general agent, has been made assistant general freight agent of the Union Pacific at Denver, Colo.

F. B. Hillebrand has been appointed commercial agent of the Lehigh Valley at Toledo, Ohio, vice H. T. Jenney, resigned.

W. H. Underwood has been made assistant to the passenger traffic manager of the New York Central lines at Chicago.

H. F. Kern has been appointed general agent of the Southern Pacific at Denver, Colo., vice W. K. McAllister, deceased.

N. W. Secor has been appointed commercial agent of the Michigan Central at Toledo, Ohio, vice W. C. Thomas, transferred.

W. A. Morrow, city passenger agent of the Missouri, Kansas & Texas, has been appointed district passenger agent at Waco, Tex.

F. J. Burke, division freight agent of the Texas & Pacific at Dallas, Tex., has been appointed assistant general freight agent.

C. H. Jasper has been appointed district freight and passenger agent of the Southern Pacific at Fresno, Cal., vice J. F. Hixon, deceased.

C. E. Wharton has been appointed contracting freight agent of the Illinois Central at San Francisco, Cal., vice J. H. Cosgrove, resigned.

E. D. Moore has been appointed traveling baggage inspector of the Southern Railway at Washington, D. C., vice H. H. Little, promoted.

Clarence P. Ware has been appointed soliciting freight agent of the Georgia Southern & Florida, at Cincinnati, vice Chas. T. Dabney, resigned.

S. H. Dare, general western freight agent of the Atlantic Coast line, has transferred his office from Cincinnati to Chicago, effective October 1.

A. D. Heaphy has been made westbound contracting agent of the Wabash at Chicago, vice W. J. Flaherty, transferred to New York City as contracting agent.

A. J. Anderson has been made commercial freight agent of the Baltimore & Ohio at Omaha, Neb., and L. B. Limming has been made traveling freight agent at that point.

Alvin T. Steinel has been appointed general immigration agent of the Rock Island lines, at Chicago, vice C. B. Schmidt, retired under the pension rules of the company.

L. M. Brown, chief clerk in the general passenger agent's office of the Denver & Rio Grande, has been appointed assistant general passenger agent at Denver, Colo.

The traffic offices of the Denver & Rio Grande, the Western Pacific and the Missouri Pacific systems have been consolidated, and traffic officers represent all three systems.

Charles O'Hara, superintendent of the Union Refrigerator Transit company, has been appointed general manager, and D. J. O'Connor succeeds Mr. O'Hara, office at Milwaukee.

P. M. Havens has been appointed soliciting freight agent of the Cincinnati, Hamilton & Dayton at Indianapolis, Ind., vice D. B. Barclay, resigned to engage in other business.

V. A. Blewett, traveling freight agent of the Rock Island lines, has been appointed commercial agent at Los Angeles, Cal., vice H. F. Coons, resigned to engage in other business.

J. R. Hitchcock, acting general superintendent of the Santa Fe Coast lines, has been appointed superintendent of the Los Angeles division, vice J. B. Galvin, assigned to other duties.

H. M. Biscoe has been made vice president of the New York Central lines in charge of the Boston & Albany, office at Boston, vice J. H. Hustis, resigned to become vice president of the New Haven road.

J. E. Taussig has been appointed superintendent of transportation of the Texas & Pacific at Dallas, Texas, vice Pake Harris, resigned to become vice president of the National Cressote company at Houston, Texas.

W. M. Knowl has been made trainmaster of the Santa Fe at Temple, Texas. E. E. Taylor becomes trainmaster at Galveston, vice J. P. Cowley, transferred to Beaumont, Texas, to succeed J. J. Donnelly, transferred to Temple.

George W. Hamilton, chief clerk of the general freight department of the Union Pacific at Omaha, has been appointed assistant general freight agent at that place, vice Howard Bruner, appointed chief clerk to the director of traffic, at Chicago.

E. P. Gardner has been made assistant general freight agent of the Boston & Albany, office at Boston, Mass.; H. A. Davis has been made commercial agent at Boston, and W. A. Schmidt becomes commercial agent at Providence, R. I.

James J. Lawrence has been appointed assistant general passenger agent of the Trinity & Brazos Valley, office at Houston, Texas, vice Sydney J. Tucker, resigned to accept a position with William F. Bonbright & Co., New York, effective Oct. 1.

Roy Terrell, assistant general freight and passenger agent of the Frisco line in Louisiana and Texas, has been appointed general agent of the freight department of the New Orleans, Texas & Mexico lines, at New Orleans, La., and Mark Anthony has been appointed district passenger agent at that point.

**I DO NOT RIDE OR  
SHIP OVER THE  
ILLINOIS CENTRAL  
OR  
HARRIMAN LINES  
DO YOU?**

**WILL SELL 52 CARS OF  
UNCLAIMED FREIGHT**

**W. H. Fitzpatrick & Co. Get Contract from Southern Pacific Railroad.**

W. H. Fitzpatrick & Company have been given the contract of selling for the Southern Pacific Railroad company one of the largest assortments of rejected and unclaimed freight ever brought together at one time in the South. The concern has handled before Southern Pacific freight from Louisiana points, but the present sale is to cover the rejected and unclaimed goods from all over the state of Texas for the past year.

"Nothing like it was ever seen here before," said Mr. Fitzpatrick, "and I believe it is a matter of interest to every one whether contemplating purchases of this character or not. The freight comprises 52 carloads, and is distributed over a square in the St. Ann street shed. There are automobiles, pianos, cases of dry goods, boxes and barrels containing articles of every conceivable character. It was collected from Abilene, El Paso and San Antonio on the north and west, to Houston, Galveston, Beaumont and Port Arthur on the south and east. It represents everything unclaimed or rejected that was shipped by the Southern Pacific or allied lines."

The sale is to start Tuesday. It has been advertised extensively not only in Texas but all over the South. The Southern Pacific has had its agents at every point in Texas and Louisiana notify the merchants in their territory of the date and character of the sale. Similar sales probably will be held every six months.

**DOCTOR, SUIING ROAD, SAYS HE  
TREATED 75 VICTIMS OF WRECK**

Asserting that he had attended more than 75 injured persons during the wreck on the Yazoo and Mississippi Valley railroad near Montz about a year ago, and that he had never received any compensation for such, Dr. Sidney Montegut filed suit in the civil district court Monday morning against the railroad company for \$1200.

The physician says that at 12:30 o'clock on the night of the wreck he was called out of bed by Andre T. Perilloux, agent at LaPlace, La., and hurried to the scene of the wreck. There, he says, he gave aid to many of the injured and on account of his quick work saved the lives of many which never would have lived until 3 o'clock, when the relief train from New Orleans arrived. Prentice E. Edrington Jr. is the attorney for petitioner.

## THE OLD MAN'S FEE

"The following is clipped from the Boston Traveler. It is supposed to be funny, but is it? It is the capitalist system in a nutshell."

Some young men from Boston applied to an old fisherman up in the country to see if he could get some bait. He thought he could, and started off. Three hours afterward he appeared with a ten-quart pail full of angle worms. The boys were alarmed lest there should not be money enough in the party for such a wealth of bait, but they put on a bold front and some one asked: "How much do we owe you?"

"Well, I don't rightly know," answered the old man, "the ground is kinder solid and the worms is far down, and it's been hard on my back to dig 'em, but I've half a mind to go fishin' myself tomorrow, an' if you'll give me half the bait we'll call it square."

P. H. Walton, formerly assistant superintendent of the St. Louis, Brownsville & Mexico, has been appointed superintendent of the Fort Street Union depot company of Detroit, Mich., in charge of operation. The office of manager held by G. E. Williams is abolished.

T. W. McGraw, trainmaster of the Seaboard Air line at Savannah, Ga., has been appointed superintendent of the Savannah Terminal division, recently created. The office of H. B. Grimshaw, superintendent of the Alabama division, has been transferred to Americus, Ga.