

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, OCTOBER 21, 1913

No. 43

## THE VOICE OF THE RANK AND FILE.

Chicago, Ill., Sept. 26, 1913.

To the International President and General Executive Board of the International Association of Machinists Gentlemen:

In the September issue of our Journal, under the heading "Unauthorized Circulars," appears the following: "The circular issued by Carl E. Persons, of the I. C. Federation, with the object of taking a general strike vote, is unauthorized by our International President and General Executive Board and should therefore be ignored."

The members of Woodlawn Lodge No. 492 are desirous of knowing what right the International President and General Executive Board have to rule as they did in regard to this circular letter sent out by Bro. Carl E. Persons, inasmuch as Bro. Persons was only asking for the expression of the rank and file in case the International President and Executive Board sent out a referendum ballot asking for a general strike.

We believe in the democratic management of our association and not by a few of the individual employes who are receiving their salaries from the rank and file of this association, and that the International President and General Executive Board should endeavor to execute the will of the membership and not try to rule it with their autocracy and to advance their own individual ideas. Therefore, Woodlawn Lodge No. 492 thinks that the International President and General Executive Board should be severely censured for the haste in trying to discourage the brothers who are still on the firing line of the Illinois Central, Harriman lines, and Pere Marquette and those working on other roads who are of the opinion that nothing but a general strike will bring the pending strikes to a successful termination, because it has been clearly shown that the International President and General Executive Board have neglected to provide the necessary finances, by means of assessments or otherwise, to carry on this strike.

We insist that we have the right to get an expression of opinion and any method which strangles an opportunity to do so must result in a great injury to our members in any struggle in which they may be engaged.

We are sending a copy of this letter to our International President and General Executive Board, the Journal, the Strike Bulletin, Liberator and the Unionist.

Other locals that are of the same opinion, please take action.

W. WALTERS, President  
M. G. Stember, Rec. Sec.  
Fred Hack, R. D. Fletcher, John Egerer,  
Committee.

(SEAL) Machinist Lodge No. 492

## SUES RAILROAD FOR

### FATAL AUTO WRECK

SAN JOSE, Sept. 29.—Suit for \$20,000 for the death of his thirteen-year-old son in an accident on April 27th, 1912, was filed today in the superior court by C. E. Nipper against the Southern Pacific company and H. H. Connor, an engineer in the company's employ.

Little Herbert Gordon Nipper, son of the plaintiff, was riding along the Snell road in an automobile with J. R. Hepburn at the time of the accident and a northbound train hit the machine, throwing the lad and Hepburn out and so injuring the former that he died on the same day. The accident happened at the Snell road crossing near Edenville. Nipper alleges that the train was exceeding forty-five miles an hour in speed and that no warning of its approach was given by whistle or otherwise.

## CAR SHORTAGE.

The demand for freight cars has become so insistent during the last few days that the railroads, though denying the existence of a car shortage, admitted themselves hard put to supply equipment to take care of the enormous crops of hops, grain, dried fruits and canned vegetables that are fairly clamoring to be marketed. Recently the Southern Pacific found itself unable on the instant to supply cars for Union Pacific heading to a number of Willamette Valley points and the Corvallis & Eastern region, where prunes, hops and grain are taxing the warehouse facilities.

## TRAINS FIVE WEEKS LATE.

SALEM, Ore., Sept. 19.—Of the 5,388 trains run in Oregon during the month of July, 1,138 were on an average of 44.4 minutes behind time. The total delayed time of the trains amounted to 50,566 minutes or 842.76 hours, 35.11 days, being a little more than five weeks.

These figures are taken from the report of the state railroad commission, which is investigating the causes of delayed trains. In addition to the report for July, the commission has issued a summary of trains operated in the state from February to June, inclusive. During that time 26,936 trains were run, of which number 5,697 or 20.8 per cent, were late. This percentage of late trains is a fraction greater than for July. During the five month period the average time of delay to trains was 55.7 minutes. The largest percentage of delay is caused by waiting for connections. The report doesn't say what caused the delayed connections, but any one of the men on strike here knows the cause, i. e., poor equipment.

## AN EXPLANATION.

This issue of the Strike Bulletin is only half its regular size. We were forced to cut down the size because of the fact that receipts for subscriptions have not been sufficient to pay the cost of production.

If you agitators will send us from 1500 to 2000 new subscriptions every month we will put every cent of the money into the production of this paper, and give you an up-to-date REVOLUTIONARY SHEET. It is up to you agitators, however, to forward the subscriptions, for we can give you a paper of only the size which the receipts will pay for.

With the first week in November we will mail our Grave Yard edition, an issue put up on first class paper, artistically illustrated, and in itself worth 25 cents to any one who is interested in the strike. Just as soon as we receive the necessary number of subscriptions we will put the Bulletin out in its regular size, and the sooner we receive the subscriptions the sooner this will be done.

If you are a GENERAL STRIKE advocate and are out for FEDERATION with no compromise, you owe it to yourself and to the movement to send us enough subscriptions to enable us to properly advertise the strike, the scabs, and the rotten conditions existing on the struck roads, as well as anything else that is not in compliance with Federated law. You can get subscribers if you will go after them, and that is what you will do if you are with us in the fight for the real cause.

## WILL NOT BE A "MELON" WHEN THEY DO CUT IT

NEW YORK, Oct. 10.—Robert S. Lovett, chairman of the board of directors of the Union Pacific railroad, made it plain today that if at any time the directors saw fit to distribute all or part of the \$20,000,000 surplus now on hand, such distribution would be accompanied by a cut in the company's regular dividend.

"The Union Pacific directors," he said, "at no time contemplated a distribution of assets, either in cash or securities, without a corresponding reduction in regular dividend."

## BANDIT ROBS S. P. EXPRESS TRAIN.

SAN FRANCISCO, Cal., Oct. 15.—A masked bandit robbed the mail car of Southern Pacific train No. 25, near Burlingame, Cal., rifled the registered mail pouch and escaped.

WASHINGTON, Oct. 11.—James W. Orr of Atchison, Kas., has been appointed by Attorney General McReynolds a special attorney to prosecute the government's pending anti-trust suit to compel the Southern Pacific to give up its ownership of the Central Pacific.

## ASK DAMAGES OF Y. & M. V. RAILROAD

Luke Thornton and wife, Paralee Thornton, Tuesday filed suit against the Yazoo & Mississippi Valley railroad, asking for \$10,000 damages to cover injuries received on Sept. 21, 1913, when they were passengers on a train from Dundee, Miss., to Memphis. The train was derailed according to the bill.

## ALAMEDA TRAINS TERMED STREET CARS BY EXPERT

Railroad Man Gives Opinion in Dispute Between S. P. and Engineers.

The board of mediation at present holding sessions in the Pacific building for the purpose of adjusting the dispute between the Southern Pacific company and its engineers marks the first resort to Newland's law for mediation and conciliation—at least in the West. The law is regarded as an important step in adjusting labor disputes.

The present board consists of Judge J. R. Davis appointed from Washington, D. C., W. R. Scott, general manager of the Southern Pacific, and M. E. Montgomery, representing the engineers.

The purpose of the investigation is to determine the difference between suburban and street car railway service. At the time of the electrification of the Southern Pacific service from the Oakland and Alameda moles a number of men who have been in the employ of the company during the use of steam locomotives were retained in the service and allowed to keep their seniority rights and other advantages, accruing from prolonged employment.

When the line was established between the Sixteenth street station in Oakland to Alameda the company decided that it was not a suburban line but a street car line, and that the men employed thereon should be rated the same as street car employes. The men objected, their contention being that the cars operated by them ran over the same tracks as the regular suburban trains and were governed by the same operating rules and conditions. Also that these cars were in excess of the regular street car size and weight.

It is to determine the merits of these points and to establish just what constitutes street car service and suburban service that the board of mediation has been appointed. Its decision will be an important one.

## PASSENGERS HAVE NARROW ESCAPE FROM DEATH

Engine on I. C. Passenger Train No. 9 Leaves the Track Near Arcola.

An accident which will go down in the history of the Illinois Central railroad as one of the most miraculous escapes from a bad wreck, occurred early yesterday morning between Humbolt and Arcola, when the engine on passenger train No. 9 jumped the track while going at the rate of 60 miles an hour and was brought to a standstill, after going almost a quarter of a mile, without a coach having left the track.

The strange part about the engine being derailed is that the pony trucks did not leave the rails and it is said that three drivers on the right side of the engine also kept on the track. The heads of almost every spike on one side of the left rails, for 55 lengths were cut off by the flanges of the drivers and the rails lay loosely fastened to the ties, while the coaches passed over them in safety.

It is the statement of local railroad authorities that had the engine broke loose from the train, nothing would have kept it from overturning, with the probable result that the coaches would have been piled in a heap of wreckage along the stretch of unsafe track.

Just what the feelings of the passengers were, when suddenly jarred out of their sleep, is most likely indescribable, but there is little doubt that very few of them realized the narrowness of their escape from death.

## TOM MANN IN ST. LOUIS.

Tom Mann, the well known English labor agitator, who is making a lecture tour of the United States, will speak at 8 p. m. Friday, November 14, 1913, at Central Trades and Labor Union Hall, 2225 Olive street, St. Louis, Mo.

Tom Mann is one of the best orators that the labor movement has produced. He is an ardent advocate of revolutionary unionism and solidarity among the workers. Everybody interested in the labor movement in St. Louis and vicinity should avail themselves of the opportunity of hearing Tom Mann and attend the meeting on Nov. 14.

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