

Get The Rapid Fire Guns

We are rapidly approaching the climax. Capitalistic barbarism is arriving at its zenith. Mountainous columns are filling the canyons with the bodies of striking miners, and the crimson red from working men's scars is painting the Calumet district of old slave-ridden Michigan.

To encounter these conditions without physical resistance is extreme cowardice. When the master class has moved its army of destruction to your very door there is no time for ballot action.

With the masters' forces equipped physically and mechanically for annihilation, it is futile for the workers to meet them peacefully. When reason has been exhausted and common sense disrespected, then the only course open to the workers is to use the same weapons with which the hardings of the masters are equipped.

Many of the strikes of today are brought on by the masters' knowledge of the fact that the workers cannot bring to bear in their resistance the powder and steel which are at the command of the masters.

The militia within the reach of the master class armies are at its command, and these forces are constantly being organized. But, how about the workers? They go to war UNPREPARED.

Every working man would equip himself and the nature members of his family with the best mechanical agents of DESTRUCTION, there would not be so many TIN HORNS in the militia or so many adventurers in the army, for they would fully understand that when they were despatched into service they would have to KISS the scratching edges of STEEL BULLETS from the boys back home.

The revolutions of today are real fights, and victory will be the lot of the workers only when they fight the masters with the weapons used against themselves. When the masters cease to burn powder at the price of human flesh it will be time for the workers to cease, and not before.

The Trend of Things

The executive board of the Railway Department of the American Federation of Labor is in conference at Seattle, Wash., and among the many subjects being discussed is the general strike.

Frank Comerford, attorney for the strikers, is also in conference with the International officers at Seattle, Wash., for the purpose of making arrangements for a conference with the Industrial Commission.

The \$120,000,000 loan which the Illinois Central is searching the world's money markets for, should be sufficient to convince the most sceptical that the strike has cost that company many millions of dollars, and that it is today on the verge of a financial stringency.

Decrease in net earnings on the Southern Pacific of \$500,000 for the month of October, 1913, and a similar decrease in earnings of the Union Pacific, is self-explanatory that the strike of the shop men is costing these roads dear, and evidences their inability to operate on a paying basis with scab labor.

Within the past two weeks two Illinois Central passenger trains have been wrecked on the Waterloo division, one of them being the Omaha and Chicago train, and the other the Minneapolis and Chicago train.

The strike on the Illinois Central and Harriman lines, after 26 months, is thoroughly organized and well equipped to continue on a fighting basis until the railroad companies are ready to surrender.

With the probability of a general strike vote being submitted to the membership in the not far distant future and with the impending investigation by the Industrial Commission of the causes underlying this strike, the strikers all over the systems, with their many sympathizers, are taking an optimistic view of the situation, and can see victory developing down yonder in the TREND OF THINGS.

From Sam Lostcause

Can'twinnville, U. S. A., Nov. 1, 1913.

Sir: I am a union man and for six months after your strike was called I paid a grand lodge assessment of fifty cents per month. After six months we took our assessment off, because if you fellows could not win the strike in this time and with this money, it is a lost cause.

A Fighter from Can'twinnville

Poor old Sam Lostcause, what a pitiful tale you have to tell. Most assuredly you have been much imposed upon. But permit us to inform you that the conception you have of yourself as a union man is a gross delusion.

The union men who went on strike on the Illinois Central and Harriman lines, did not go out for six months. They went out to win!

Unfortunately, some of the men who went out on strike with us, gave it up at the end of the six month period, just as you did, but like yourself, they were not union men. They were traitors.

ACCORDING TO THE BULLETIN.

(By Mrs. Cora Hooper, Danville, Ill.)

Come friends, your attention I crave for a time. I'll tell you the situation along the Grave Yard line. First at New Orleans, where the I. C. stops.

Then comes old Vicksburg, on the Grave Yard route. Shift switches and wrecks, and everything down and out.

At Jackson, Tenn., scabs are getting the block. And the old Hog law is getting the best of the crews.

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We Stayed on the Field of Battle, Though Others Had Turned Away

(By Frank Connor.)

We've praise for the world's past heroes, But here's to the ones today, Who stand in the ranks of labor,

And fight for meager pay, It's a bitter fight for a cause that's right, And we live in hopes and pray,

For the time when our cause will triumph, And we can look back and say: We stayed on the field of battle,

Though others had turned away, We fought with a vim undaunted, Through the thickest of all the fray,

All the shot and shell of an earthly hell Never caused our hearts to sway, For we stayed on the field of battle,

Though others had turned away, It's easy to claim the laurels That others have bled to win, But harder to brave the battle,

And fight it through thick or thin, For the odds are great in this world of hate— Where the streets are paved with sin,

But there's pleasure and consolation To say to our fellow-men: We stayed on the field of battle,

Though others had turned away, We fought with a vim undaunted, Through the thickest of all the fray,

All the shot and shell of an earthly hell Never caused our hearts to sway, For we stayed on the field of battle,

Though others had turned away, The Grave Yard Edition

Last week we put out the Grave Yard Special. Unfortunately in handling the bundles a few of the addresses were torn off.

During a period of six months we have put out two editions of the Grave Yard and furnished them to subscribers in addition to the Bulletin for 26 weeks, at the small price of 25c.

As we have said before, we do not know the newspaper business. We can't give you any high class material.

Mr. Levalle, an Illinois Central brakeman, whose home is in this city, was probably fatally injured at Dubuque late Tuesday afternoon when he was run down in the yards near South Junction.

Mr. Levalle has been employed on the Illinois Central for nearly two years. He was married about one year ago. Waterloo Press.

TO WHOM IT MAY CONCERN

(Written for Woman's Sphere by William O'Connell) Little wooden Pullmans, old as Noah's ark, Little "banjo" signals, hidden in the dark,

Little unskilled firemen, tired engineers, Make the mighty dividend and the orphan's tears

FAST I. C. TRAIN LEAVES RAILS

Miraculous Escape from Serious Injury of Passengers Near Dyersville—Locomotive Alone is Kept on Tracks—Derailed Coaches Fortunately Did Not Pass Over 25-Foot Embankment.

DYERSVILLE, Ia., Nov. 5.—A miraculous escape from a terrible fatality occurred this morning about 6:50 o'clock when train No. 29 of the Illinois Central, the fast Minneapolis-Chicago Limited, was derailed about five miles west of Dyersville.

The derailed train, which is due to leave Waterloo at 4:15 a. m., was about 20 minutes behind time, and was traveling at a rate of 50 miles an hour in an endeavor to make up time.

The engine of the train passed the broken steel in a satisfactory manner, but the tender jumped the track, pulling the five coaches after it.

Occupants of the sleepers were thrown headlong from their berths and received a rude jolting and shaking up. Those riding in the day coaches were likewise bruised and battered by the mishap, but none was seriously injured.

The belief is that the rails had suffered a shrinkage at the joints as a result of the recent cold weather, and that a brake-shoe or some similar contrivance dropped down between the crevice and tore out a huge piece of the rail.

Immediately after the wreck the wrecking crews were summoned from Waterloo and Dubuque and upon their arrival set to work to repair the track that traffic might be resumed.

The passengers were taken to a near-by farm house following the accident, from whence they were taken in automobiles to Dyersville.

The train crew was as follows: Engineer, Pat Reilly; fireman, John Diehl; conductor, J. Mandeville; flagman, Jack Deyo; baggage man, Rozell. All were of Waterloo.

I. C. ENGINES DECLARED NOISIEST IN THE WORLD

Council Committee Hears Protests of Proprietors and Guests of Lake Front Hotels—Till of Sleepless Nights—Levy Mayer Asports Electrification Final Solution of Problem.

CHICAGO, Nov. 5.—Illinois Central locomotives, long known for their smoke-producing qualities, were declared to be the noisiest engines in the world at a meeting of the council anti-noise committee yesterday.

Guests from hotels on Michigan avenue crowded the committee-room and told of sleepless nights they endure on account of the incessant racket.

Charles Dickinson, who lives at the Blackstone, said the noise of the railroad was "the limit."

"They give the engines all they can haul," said Mr. Dickinson, "and they start off—well, I can't describe the noise, but if you are nervous you just go to pieces."

"No other civilized community in the world would tolerate it for a month," said John F. Smulski, who studied the subject as a member of a committee of the Chicago Association of Commerce.

J. B. Drake of the Blackstone, E. F. Mayer of the Stratford, T. H. Moore, who is one of the stockholders of the Illinois Central railroad, and A. B. Richardson were other who complained of the noise.

W. L. Park, vice president and general manager of the Illinois Central, said he thought probably there was some noise on the lake front, as it was rather difficult to operate a big railroad system noiselessly.

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LARGEST SHIPMENT

The largest weekly shipment of mail that ever left the Clinton post office took place this week when the Strike Bulletin mailed their special edition of the Graveyard Special, a total circulation of 150,000.

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