Memphis.

There is nothing new in the strike line here at present, only late trains and engine failures, and that is not new to the men on the line. They are ging the scabs here right along, trying to get the bunch down until they have all good scabs. The new roundlesses and other improvements that the Central is a sking in the vicinity of Membia are progressing slowly.

Our new \$3.000 one shops are going to be quite small whenever we have them completed, and the machine shop has prescrance in the

sking in the vicinity of Mem-siowly.

They are going to be quite ave them completed, and the cranes in the building for there will be no heavy as they have not the room entent for the scabs.

They partment and they were not each them go to cut down

anything . -

There is nothing overling in the city since we There is half related. They have not decided yet nade our half related which that occurred here a work that occurred here a way days hack who one of the I. C. scabs was w days

Here are some of the late trains in and out of

gine 305, out 10 minutes late; t with 10 cars, 2 hours and engine 1999, out 20 minutes 2011, out 1 hour late. This Jan. 6-No. 112 cm 15 minutes in late: No. 14 train is made the terminal and they have trying to get the train out have to get out another new at to keep the trains on time on time The

the city.

The city with at 11-19 a, m with a box cars, engine 1563 out north

That is the amount of bandled north out of Nonconnah

No. 40 in 25 minutes late 1103, out 35 minutes late.

it to minutes late.

The sare all late in getting out takes money to pay the crews atting for the engine to come out.

work. percentage of air in operation they are not keeping up the d the conductors are handling in the tran safety applicars in any Let us k

and the conductors are handling ind of condition.

the good work that we have a last two years and more and of the publicity that the pressers in Michigan and Coloradoreatest weapon the workers of thing the corporations for the There will be many interis the corporations for the first will be many interught out whenever they make of the strikes that are now in mited States. Yet, on the other is men of the large cities boost esting fa progress in of the amount of work that is in try to get the country flooded so they can force the workers' railroads all over the country on for no other reason than to with uners can expect nothing but more gers killeda for they regardless of the cost

Millford.

Millford.

If little more dope to report on the scabeen going under the name of Jones. He about ten days ago, saying that he was k heme to Seattle, Wash. He went incoden. I'tah. He is saill scabbing on mists there and a neighbor has received his wife saying that Jones is not their she is going to send her address so reighbor can forward her pet dog on to his man weights about 135 pounds, has a hildren. 's clean shaven and dark comand wears a hard-boiled hat. He makes that he is a scab, always has been and of the fact. The foreman was about to no him, so he quit and beat the night of it. You boys in Ogden watch out for to him, so he quit and beat the night of the ladge's money. He is now car to Eakersfield, Cal. Hoys, he is a bad ep an eye peeled on the skunk. He has d about four or five children, he was ar working here about five or six years lay, who was promoted to master medit three months ago, failed to put up tit if the months ago, failed to put up tit if the months ago, failed to put up tit if the months ago, failed to put up title the months ago, failed to put up title the months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago, failed to put up the sail three months ago. who was promoted to master me-ree months ago, failed to put up ds and was set back to general neither was the means of inform-would have lost out entirely if it for Davison. Davison is superin-tive power. I have been informed been doing his best to persuade apprentices as cents an nour, ie with our apprentices and told attention to their line of salve to report that fie failed to perm to go back. Passenger trainsing their old regime of arriving efrom two to eight hours late. the —from two to eight hours late that passenger No. 19 can do is two she has been coming in from two site. For a long time now No. 8 is coming in late. Two days are thours late. It takes two engines beaches nowadays, as I observed the other day, when before the tebellum days, it was a frequent see one engine pulling fifteen. strike The see one engine pulling fifteen it is not uncommon to see a big freight if from twenty to twenty-two for a load of other official came through from Los Milford, and I have been told that he city all the scabs at the big shops at Ney, and also cleaned out the skunks Ney. It is runored that the company engine pulling fifteen coaches T time, and I engine with Davison an Angeles laid oft nearly all the scabs at the skunks las Veges Nev. and also cleaned out the skunks at Callenie Nev. It is rumored that the company is getting rid of the undestrables with a view of settling up with the union boys. I hope that this is true, but I think that it will take a general strike before we get Federation, so get out and boost for it. Yours for Federation, with no companies

Portland.

CHILLED PERSONS ON TRAIN PROTEST.

More than a score of passengers on the W. R. & N. C. tran No. 5, which arrived at Huntington Saturday night, have filed a complaint with the State Redroad Commission, declaring that they were timecessarily held at that point and that because the engine was detached from the coaches they were made to suffer needless inconvenience by the redd and exposure. When the train arrived at Imatilla on Sunday a committee of passengers sent a telegram to J. P. O'Brien, vice president and general manager of the company, enumerating their grienvances and praying for relief helr grienvances and praying for relief

Protest is Telegraphed.

"No hear pasengers suffering, women and children especially," was the message sent to Mr. O'Brien. Frain arrived at Huntington last evening on time. Held there ten hours—eleven hours from Huntington to Umatilia. Is it possible for you to give us any relief?" Here follows a long list of signatures of passengers. Train arrived at Portland nearly ONE DAY LATE. While the train was at Huntington the same committee framed a letter of protest to the State Railroad Commission, it helps signed by nearly every passenger on hoard. The following was sent to the Railroad Commission: "We, the undersigned, VIGOROUSLY PROTEST at the manner in which the O. W. R. & Protest In Telegraphed. PROTEST at the manner in which the O. W. K. C. handles passenger trains going west Huntington to Portland, and request that the mission a criain why the company's patrons are CONTINUOUSLY HELD UU from one to ten hours or more at Huntington without apparent cause.

We further request that necessary steps be taken IMMEDIATELY to correct this imposition on the traveling public and that such rules and regulations be enforced that will COMPEL the railroad company to move its trains out of Huntington reasonably on time." "There was no reason whatever for the delay," said Mr. Frank yesterday. The passengers were made to suffer needlessly and most of them complained bitterly. Many women and children were required to sit up in the cold coaches all night. Some of them probably could not afford to procure berths, but even the SLEEPERS WERE CRILLY, as the engine had been detached and the sleam supply cut off." The Railroad Commission will make an investigation Here follows a long list of late trains which I will not print this time. They are all the way from

Oakland.

Oakland.

On New Year's day engine 2220 came in right side disconnected line 31 engine 2222 left R. M. for San Jose at 3.30 p. m. and at Fruitvale she knocked out both cylinder heads and was returned to R. H.

We have a new time table which went into effect Sunday, Jan. 4. The Owl's time from Oakland used to be 4 hours and 40 minutes to Fresno. It has been extended to 5 hours and 17 minutes Nos 7 and 8, Los Aneles trains, whose time from tracy to Oakland was 3 hours has been extended to 3 hours and 40 minutes, and still they are late. They have but one boiletmaker on nights and one days at Fresno.

Vesterday engine 2649 left the yards light and an hour after No. 3003 came in light. Not sed The following is from a San Francisco paper and it is rich.

The following is from a San Francisco paper and it is rich.

"S. P. retrenchment cuts size of snails, but NOT THE PRICE. Commuters get only seven bites, where formerly there were twelve Sproule to blame? Those commuters who eat breakfast on the Southern Pacific company ferry hoats are asking a question. Here it is its there any connection between the rumored resignation of President William Sproule of the Southern Pacific company and the reduced size of snails? Not animal snails, but pastry snails. In the last week they have shrunk from twelve good lates to less than seven bites with the price the same. Now the commuters know that retrenchment is the one big word with the railroad company these days. commuters know that retrem-liment is the one hig word with the railroad company these days. Therefore, they argue that as long as President Sproule is not going to resign and save the company that \$35.000 a year, shalls must suffer in avoirdupols. And they have,

I am very sorry to report a desertion Pat Kearnet, a bottermaker helper, who came out on strike, has gone to scabbing in the shippard. He had a job with the P. G. & E. Gas company and came out on strike there. I cannot imagine what

came out on strike there. I cannot imagine influence was brought to bear that got him scabbing, but such is the case. It is reported scabbing, but such is the case. It is reported that one W. J. Hawkins has gone to scabbing at Mina. Nevada. There is great turned in the Flood building in San Francisco. There are two factions striving for the mastery. It is a question who is going to be the victor. But we will keep our ears to the ground, awaiting with interest the out-

Hempstead, Tex.

Hempstead, Tex.

Freight engine No. 310, in passenger service on Rustin and Llano branch, is not fit for a work train It arrived the other day with driving brakes wired up and is always late, and the other passenger engines can't cut the buck. The general manager jacked up the superintendent of motive power and machinery about not putting other engines on the passenger trains on the branch lines and he told them that he did not have them. Still they holler normal business. Freight trains are tying up on account of the sixteen-hour law, conditions of the engines and B. O. cars, because B. O. cars are in all of the side tracks. I guess that we can look for some B. O. trains in the near future. Hot boxes, flat wheels. U. S. safety defects in service. Hempstead yard switch engine No. 24, which arrived about three weeks ago with a new coat of paint, I nee lying up at the roundhouse. No. 64 is in her place. The roundhouse foremen seem to be having the riot act read to them for failure to extract the desired work out of the scabs. Two scab carmen were sent to Chappell Hill to chain up two cars for the local to pick up, but when the crew arrived they were obliged to chain them over again, as the scabs knowledge of chaining cars was about as efficient as their other scab work. Passenger trains, due to engine failures, are from ten minutes to five hours late. Freight trains are tying up over a division of 120 miles on account of engine failures and B. O. cars. I see from the Bulletin where the Industrial Relations commission is going to take up the strike and also where Frank Comerford is in and B. O. cars. I see from the Bulletin where the Industrial Relations commission is going to take up the strike and also where Frank Comerford is in the game. We are with you and are out to WIN We need the help of our brothers on the other lines for this, your fight, as well as ours. Where would your federated contracts be if it were not for the boys on the I. C. and Harriman lines standing to the same for the last two years. Federation the boys on the I. C. and Harriman lines standing by the guns for the last two years. Federation and no compromise is the pass ward. Two B. O. trains passed through here o nithe main line of the H. & T. C. Five dead engines in these trains and forty-five B. O. cars all had U. S. safety defects. One of the engines in one of the trains dropped a bar or a brakehead while passing the passenger depot and tore down the water stand pipe—about \$200 worth of damage. Where are the better-than-evers they boast about? These two trains were the nardest hocking scrap piles I ever focused my lamps on Boost for a GENERAL STRIKE.

Champaign.

Safety first on the "Hack Line." A gentleman stepped up to the ticket window in the depot at Clinton, III., about 10 a. m. Jan. 3 and asked for a ticket to Weldon and return, received his ticket and asked the agent of the train was on time. The agent repiled that he could not say, as the wire on the "Hack Line" had not been working for a couple of days and they couldn't tell just

for a couple of days and they couldn't tell just where she was.

Engine 1079 has been taken off of runs 3 and 4, not being able to "cut the mustard," the 1134 has been sent to take her place. The new engines are all showing the effects of seah treatment Engine 1679 had to give up her train at Arcola on account of flues leaking.

Scab Machinist Hastings and his tunch have returned from the U. of L. where they administered the seab treatment to the 958. Scab Rose was the first to try his hand on the 958, but fell down, so Hastings was given a chance to see what he could do, with the assistance of Scab Foreman Reideman. Reideman.

leideman.

Passenger trains are running late.

Engine 1658 is out of passenger service and on seal now. No. 1668 has been pulling freight also, the switch engines are the next in line for the passenger rubs.

Clinton.

Engine 2007 pulled into Decatur one day last week with left valve stem blowing so had that you could not see the train, the left staffing box was broken and the train went in on a siding and laid there three hours until the 2028 came from clinton to take the train out. Exceedingly normal business. The Clinton vards are blocked airtight owing to the failure of the Freepart division to handle what little business the Old Hog has been fortunate enough to accumulate. The fifty-seven varieties of scabs at Freeport serm to have so very limited knowledge of the mechanism of the new super-heaters, that they are mable to keep nough of them in condition to broade what few cars of company coal the Old Hog needs at her Northern points.

Engine 1585 on the St. Louis-Chicago Manifest No. 54, arrived one right some three hours late.

her Northern points.

Engine 1555 on the St. Louis-Chicage Manifest
No. 54, arrived one night some three hours late.
The engine was in such shape that it cought fire several times. Some Safety First, ed? Engine 1630 on the evening of Jan 4 went into the ditch near Wincon with eleven cars of bananas and six cars of coal. cars of coal, CALL OF COM.

Council Bluffs.

Council Bluffs.

There is a farmer from Glenwood, Is., scabbing on the boilermakers at the Union Pacific shops and one from South Dakota doing the act on the carmen on the I. C. rip track by the name of Walters. It is possible that some of their respectable friends will find out through the Bulletin that these fellows have fallen so low as to join the ranks of the scabs. We notice that Louis Baum, the scallies car foreman, fails to get along very well with the scallies. We often hear from the company's emissaries that the strike on the I. C. is a thing of the past Now if some of these good people only knew, would only take the trouble to investigate the true conditions on the OLD Hog ROUTE, they would son be forced to acknowledge they were in the wrong Brothers, this sort of thing ought to make us feel a greater determination to fight them when we think of making one of the greatest railroads in two years' time ask for \$12,000,000. How are they going to pay the interest on this single amount alone? Let us all work together and put them in the hands of receivers. Let our slogan be, FEDERATION OR NOTHING.

The scabs on the I. C. rip track tried to get into the interurban car workers, but were informed that that organization didn't take scabs. The effort was made for the purpose of getting rid of their scab car foreman, Louis P. Baum, and they are now fighting among themselves and have refused to work under Baum. We striking car men of Council Bluffs are certainly amused to see thichlef scab and descrete from our ranks is scalwho was honored three times, before the strike with the presidency of our local lodger—get what is certainly coming to him. He will have to put another coat of paint on his house so that he can seel it quickly, for he certainly will be blowing soon. Again, after two years of strike, the company is advertising for men here in Council Bluffs—blacksmiths, machinists and boiler makers. Thicertainly shows the condition the company is in Keep up the good work, boys: we have got them scales and the

Saginaw.

Pere Marqette Superior Service

Pere Margette Superior Service.

Recently an unfortunate traviling salesman had to make the town of Fostoria, Mich., and took the Huckieberry flyer from Flint, No. 207, a mixed train, due to leave at 4.55 p. m., was thirty minutes late. It stopped at every station to unload and load freight. When about one mile past the station of Otisville the train was brought to a stop and backed up to the depot to accommodate a lady and her daughter, who were so engrossed in watching the train crew unloading freight that they failed to get off. The tired passengers were relieved to see the lights in the town of Fostoria after traveling for three hours and only getting twenty-four miles from fiint.

(Signed) NEVER AGAIN.

This verse appeared on some Pere Marquette box cars:

box cars: The road is bad,

The road is bad.

The engines are worse,
And still the officials holler.

"Always safety first."

Recently a Pere Marquette passenger train was without steam heat while going between Grand Rapids and Baldwin. The traveling engineer was unable to get the steam-heat valve to work. Needless to say that those passengers will patronize some other road in the future.

At Ladington trains still continue to be letter.

At Ludington trains still continue to be late and the engines are being fed bran to step the leaks.

Fort Dodge.

We are all to the good in the Gypsum city and feeling fine after the good time we had through the holidays and hope to give the old hog as good a fight in the next two years as we have done in the past, if she can stand the agony that long, but we hardly think that she will be able to stand it two menths more from the deplorable condition that she has fallen into, and, as some of the engineers told us recently, that the company has had all it wants of it and are living in the hope of a stampede from the ranks of the strikers to save them. They adof it and are living in the hope of a stampede from the ranks of the strikers to save them. They ad-vised all of the boys all over the system to stay with them and it wouldn't be very long until it was all over. Every day there are several engine fail-ures and dead engines on the division out of here. The limiteds are in no better shape than the way freights. The big superheaters on the limiteds are The limiteds are in no better snape than the way freights. The big superheaters on the limiteds are a failure; they have only two of them at this point. 1175 and 1129, and they have not made a successful trip in the last two months. No. 1179 gave up the trip in the last two months. died coming East and they got the engine off the local and it went the same route, so they had to send for a third engine to get them to Fort Dodge. A traveling man on the train asked the conductor what was the matwith the old pike that they could not get the road any more and he was informed that the shopmen's strike put the road on the burn. He also said that they woud have to recognize the shopmen pretty soon or go out of business altogether

Jackson, Tenn.

Jackson, Tenn.

The situation at this terminal is all to the good place of the strikers. We must keep up the good place if work started by Brother Person and let the place at these is a striker at every terminal who is in the job to report to the public the short oming if the Old Hog and the true condition of the one real Hinos Central railroad, which through the milosying of scabs and incompetent labor, has seen gradually reduced to a big scrap rife. Trains are running from fifteen minutes to three houts ate. The scabs are going and coming. They cem to realize that their lifetime jobs are nearing in end. The R. O. cars have nearly all been sent in the line. They have been hauling them back and forth to mislead the public into believing they are hauling heavy trains. The fact of the case is not there is very little freight being hauled. The gines look like a house after, steam examples from every joint. Keep up the good firsh. We have them beaten, and they realize it.

Mattoon.

Our hat is still in the ring till the war is over the matter how long it takes. No great change in matter that is still in the ring till the war is over that it has served notice on the committee of the annual trains and the reformance of the annual trains and therefore an investigation to discuss the withdrawal from the service of seven or eight hundred men within its right and is performing its dust in making them back have a nearly an example.

Mattoon.

Our hat is still in the ring till the war is over the matter of the annual trains and the reformance of the annual trains and therefore of the annual trains and therefore of the company will not be recognized; that withdrawal from the service of seven or eight hundred men within its right and is performing its dust in making have and therefore of the screen or eight hundred men within its right and is performing its dust in each of the company believes that it has served notice on the committee of the annual trains and the recognized of the company will not be recognized; that withdr

Our hat is still in the ring till the war is over to matter how long it takes. No great change in the working conditions for the company a benefit ere that can be noticed. Scabs take up and put own and inspect, and that is all they do. The largest part of the work is done by the pencil nd paint brush.

of paint brush.

No. 759 is in for some of the mix compound
to so the hog right. They are going to serer to the high-dry for the traveling engineer to Play with, as she is a lemon up here.
Scab Bollermaker Perguson put a grab iron in

1752's water tank. It would not hold water. They tried to send her to Lincoln, but she balked. No. 6788 is back from Burnsides after a general overhauling (supposed-to-be). No. 520, another victim, went through here south disconnected in a freight. The scabs face valve seats with the victim, went through here south disconnected in a freight. The scabs face valve seats with the valve seat facer all the time, and the way they cut the seats down is a caution. In the old days before the war the old guard was told it took too much time to put the facer up, as it was quicker to file them. (We should worry.) Keep on facing them, you goofs.

No 1947 tore up her brake rigging. No 477 is out of the pest house. No 287 will be out this year if nothing happens.

CUT DOWN THE OVERTIME is the cry at the shops, as the money is not coming in very fast.

shops, as the money is not coming in very fast. If any of the ginks lay off two days it gets him his pay check. We need non that will work, is

If any of the ginks lay off two days it gets him his pay check. We need iten that will work, is the byword.

The turntable motor is still on the good list. Roy Munson (Freeports lest air brake man?) was home to spend New Years with his parents, Roy didn't stay long, for he had to get lack to work.

Evansville.

We are all to the good here and determined to tay that way, and the I. C. is still in bad shape

we are all to the good here and determined to stay that way, and the I. C. is still in bad shape and getting worse every day.

One night last week when the gold boom freight train was ready to go the engine to take her came out of the roundhouse and when she was in front of the train ready to couple on she reher came out of the roundhouse and when she was in front of the train ready to couple on she refused to move any more and they had to pull her back in the roundhouse with a switch engine. A couple of nights ago they had three cars off the track and in the ditch at Sturgis. Ky. They said the cars got off the track and ran clear of the right of way and the cars behind followed the engine and coupled themselves to the engine just as if the cars had not been there at all. Last night one of the switch engine was as the cars had not been there as an include the switch engine was night one of the switch engines was switching cars at the mine and on the belt and there got off the track blocking all the trains going south, so it was necessary to detour over the L. & N. tracks to Howell. If it had not been for the L. & N. tracks to Howell. If it had not been for the L. & N. trains would have been laid out for several hours. B. O. cars are just as conspicuous as ever. We are yours for a general strike.

Cairo.

Everything in and around Cairo loks good for the strikers, who for two long years have been rapidly deteriorating the hog to the extent that she will soon be glad to yell ENOUGH. Two scabs by the name of Louis B. Allen and son, working in passenger service, went out to Bridge Junction to meet. No. 4, which left Fulton, Ky., with the whistle and air hose crossed between the two rear coaches. When she reached Bridge Junction the above mentioned scabs changed the engines and crossed the hose between the engine and first coach. When the engineer set the air he could not release it. The two wise better-than-evers opened all the drain cocks on the coaches and left them open, and when No. 4 went to stop at Anna for water and the engineer passed her up half a mile the two scabs lost their lifetime jobs. The officials have raised the funeral train rates from \$45 to \$100 from Cairo to Villa Ridge. That shows that they are getting hard up to haul the dead people out of town to the cemeteries. Still they cry NORMAL BUSINESS.

Central City.

Engine No. Sos jumped the track at Williams' Mines, tearing off the pilot. This engine was on the north coal run. They brought her into Central City for a new pilot, as they did not have any with which to replace her. They ran her out in this crippied condition without a pilot. Five extras left here on December 29 for Paducah. A brakebeam fell from a coal car on the second extra, blocking the main lie, causing a delay of four hours and forty minutes. The three crews behind the wreck were ordered back to Central City and annulled until next day. Sam Whitmer, the scab car inspector, is allowed to wear kid gloves while inspecting the cars, something unusual. This is a sample of the work being done by the scabs at this point. It was reported to me that all surrounding mines were blocked with I. C. company coal, which they have no power to C. company coal, which they have no power to move. Train No. 71, out of Louisville, Ky., was annulled every day this week on account of lack

CLERKS THREATEN STRIKE ON PERE MARQUETTE RAILROAD

Marquette Railroad Company, Frank W. Blair, Dudley E. Waters, S. M. Felton, Receivers.

Detroit, Mich., Dec. 27, 1913.

Detroit, Mich., Dec. 27, 1913.

To Ail Clerks of the Pere Marquette Railroad:

A Mr. Forrester of Kansas City, Mo., sent out from Grand Rapids a circular letter dated cet. 28, 1913, addressed to all clerks employed by the Pere Marquette Railroad. This letter, among other things, contained the following:

"Honce, should any one call upon you and try and secure that information just "side step" the question, give them an evasive answer or in some other maner mislead them. I would even approve some of our members denying that they are members if we have any that can do so without interference from their considence."

Dec. 12, 1913.

been e from their considence."

Dec. 12, 1913, a circular was issued by the lark's general committee, signed by H. F. Baddin, chairman, and N. R. Leader, secretary, addressed to all clerks of the Pere Marquitte system. As this letter quotes from the letter of Oct. 9, 1913, of Mr. Forrester, you will see that the emittee approved of the suggestion of Portester layer mentioned. The circular letter of the committee approved of the suggestion of Portester. bessed to all that you can temperarily withdraw from the servare of the company, also that the committee does not believe that the company will permit a strike etc. The receivers of the Pere Marquette Rail-tead have a greater interest in their employed than any outsider can receibly have and therefore they take this opportunity of appraing you of the fact that temporary withdrawal from the service

NOTICE

Send all money for Person Defense Fund to Carl E. Person, Box D, Clinton, Illinois. Use checks, drafts, or express orders. DO NOT USE POSTAL MONEY ORDERS.