

100 PER CENT FOR THE MEN

T-BONE SLIM.

"Let's get the song book out on the job, fellow workers and sing. It makes more of a feeling of solidarity—" X (17881).

"All bosses are related to each other"—(765004).

"Hot weather was the cause of a shorter work day"—Guthrie).

(Note: Guthrie's Minneapolis job is working long day—temperature 110° F.)

— Funny how weather acts in different localities.

Bulletin: Trains late (in strike zone) because of bad snow storm in Duluth district—(unaffected by strike) — Darn such weather! — Middle of July, too.

Don't know how Willie's diapers are going to stay up—Railroads have bought up all the safety pins, (from 5 & 10 ct stores.) — The roads are using safety pins on their track-jacks, instead of split-keys, as cotter-pins—Safety First.

Now that the Labor Board has decided how much we are to be permitted, to charge, for our services, perhaps the Hamburger Board will get together and tell us how much to pay the butcher.

We have Fletherized, we have Hooverized and now, I suppose, its up to us to Hooperize—Hip, whoop, Hurrah!

Look out for the cars . . .

Johnny, run and get me a sack of coal—I'll give you a piece of pie when you get back . . .

We have economic obscurity — Just like father—

No end to man's ingenuity—behold the narrow wooden bunks. Six inches from floor. — Civilization? What! — Progress.

And they ask us to be foolish-optical about it.

The best Judge of meat is The Extra Gang Commissary Co. — Every piece uniformly tough — natural selection, no doubt.

Beats me how the City of Minneapolis survives that drinking water — Can it be possible that the life

giving qualities of home brew . . . Impossible! —

Scandinavians touch nothing stronger than "svag-dricka." — Half the coffee in Minneapolis is not coffee at all — It's merely a studied insult.

Fair Freedom is fractured when you're waiting for pay day.

There is little doubt the working class would be able to support a still greater bevy of parasites if it only would work overtime — lost time, between time, before time and all time, on time.

PART TWO.

Listen to them crying . .

The railroads claim they cannot run without men.

What do you know about that? Is it possible the \$60,000 presidents can't run railroads?

Sure, they can't! They've got to have "inferior" brains to make the wheels go round.

Is it possible, after all, the men are worth something to these superior creatures?—You bet.

Didn't the Columbia, the crack train of the Milwaukee "lay over" (an hour) in Montana because the dishwasher had quit—And didn't the uniformed representatives of the road scurry around town until they found a member of that great organization, The Industrial Workers of the World, who consoled them, and told them that he, as a class conscious member of the working class, is in the habit of washing on his own dishes but if the company would repent and double the "ante" he would see to it that the Columbian's dishes arrived in Tacoma as pure as a sinner from a Baptist water carnival.—Yes.

The men are a very important part of a railroad.

It is time the superior intellects recognize this and pay the men enough—(so that they wont quit.) —Pay them enough so that the Brotherhoods need not work two eight hour shifts in twenty four, every other day, in order to live.

"If the workers take a notion.

They can stop all speeding trains; Every ship upon the ocean

They can tie with mighty chains."

When Joe Hill wrote that . . he seemed to have confidence in the men.

Read the first paragraph over again—

100% for the men.

P. S. A dollar appears to have little value in the eyes of a business man — So I would suggest, if the roads are going to raise the men's wages, they raise them two or three dollars "at a lick" else, it will not be felt.