

**STEADMAN'S RESOLUTION.**

**House Resolution No. 60.**

A resolution to investigate and report the cause of the fatal accidents on the Illinois Central Railroad, and the amount of money paid out by the Illinois Central Railroad Company for the purpose of determining the cause of such accidents.

Whereas, it is a fact that the state of Illinois has been entitled to receive a certain amount of the profits of the Illinois Central Railroad Company;

Whereas, the Illinois Central Railroad Company has failed to comply with the provisions of the act of the Illinois General Assembly, approved March 1, 1912, which provides for the payment of the profits of the Illinois Central Railroad Company to the State of Illinois;

Whereas, the State of Illinois has repeatedly made an examination of the Illinois Central Railroad Company and has found that the Illinois Central Railroad Company has failed to comply with the provisions of the act of the Illinois General Assembly, approved March 1, 1912, which provides for the payment of the profits of the Illinois Central Railroad Company to the State of Illinois;

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Whereas, certain local newspapers in the State of Illinois have instituted suits against the Illinois Central Railroad Company for the purpose of recovering damages for the loss of their property and the failure of said road to furnish sufficient cars for local transportation;

Whereas, if the said suit should be prosecuted successfully the State of Illinois will suffer a great loss and fail to receive a great portion of the dividends and profits of said road which should and ought to accrue to the State of Illinois;

Whereas, there has been a large number of railroad wrecks upon the lines of the Illinois Central Railroad Company resulting in a large loss of life and great damage to property;

Whereas, the following is a partial list of recent accidents on said railroad company: Jan. 22, 1912, a passenger train ran into the rear end of another train, demolishing an officer's car, in which J. F. Harahan, late president of the Illinois Central Railroad Company, F. O. Melcher, vice president of the Rock Island Railroad Company, E. E. Wright, attorney for the Illinois Central Railroad, and one E. B. Pierce, were killed outright, the cause of the wreck being defective equipment;

Nov. 22, 1912, Passenger train known as the "Diamond Special" wrecked at Farmer City, engineer badly hurt. Cause by defective condition of engine.

Dec. 4, 1912, An east bound fast mail train on the Illinois Central railroad was in collision, head on, with a freight train at Elera, Ill. One mail clerk and several passengers were hurt.

Dec. 7, 1912, A south bound local suburban train crashed into the rear end of a standing express suburban train at Van Buren street station in which two persons were badly hurt and many more slightly injured, and the railroad company refused to give the names of the persons injured. The engineer reported that the brake failed to work. Defective equipment the cause of the wreck.

Jan. 14, 1913, A rear end collision occurred near Archer avenue and South Canal street, which delayed freight traffic for several hours.

Jan. 20, 1913, The Chicago "Limited" from New Orleans was in head on collision with a freight train near Brookhaven, Miss. Two members of the freight crew were killed and five passengers of the "Limited" hurt.

Dec. 29, Four coaches were derailed on account of brake beam falling under the trucks, passengers shaken up and injured.

At Hudson, Ill., when train No. 123, known as the "Southern Mail" crashed into a freight train, fifty passengers were injured.

Jan. 24, Train No. 29, known as the "Daylight Special," enroute to Chicago, went into the ditch near Melvin, Ill., about 4:30 p. m., wrecking the entire train, and twenty-five passengers were injured.

Oct. 25, 1912, Big Four train No. 28 that is handled by the Illinois Central railroad, ran into a Michigan Central train at 71st street. Two passengers hurt. Cause, brakes would not hold.

Jan. 25, 1913, A south bound Illinois Central freight train crashed into an engine and caboose in the north yards at Duquoin, Ill., killing a brakeman, and badly injuring two more; and many other disastrous wrecks have occurred.

Whereas, On and prior to July 1, 1911, there was existing among the employees of the Illinois Central system and allied lines the following trade unions: The Brotherhood of Railroad Clerks, Painters and Decorators, International Association of Machinists, Brotherhood of Railway Car Men of America, International Brotherhood of Blacksmiths and Helpers, Brotherhood of Boiler Makers and

Iron Ship Builders of America, Steam Fitters, Turners, Sheet Metal Workers, Coppermiths and Plumbers, United Agricultural and Gardening Association of Sheet Metal Workers, etc.

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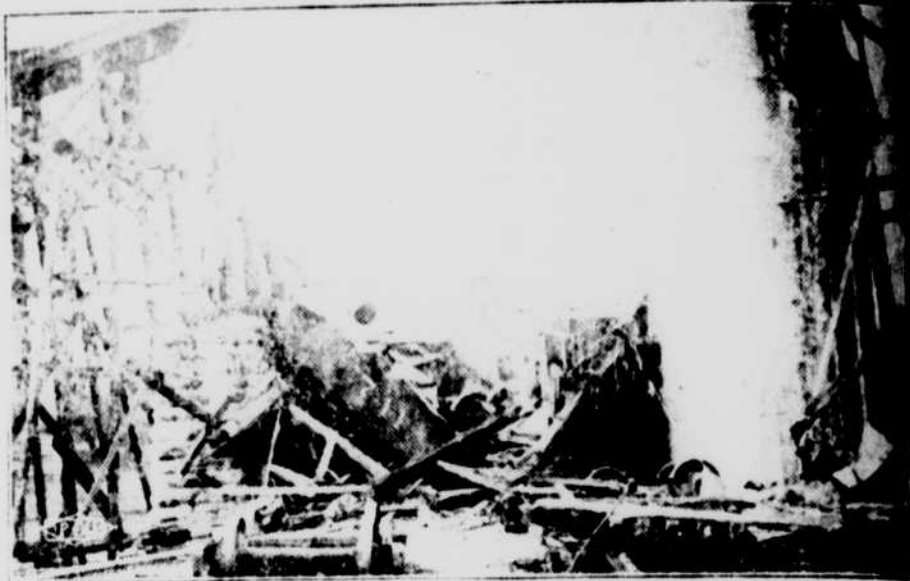
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The above is a picture of engine 741 after going through the Salt Creek bridge. The engineer, two fireman and one brakeman were killed. Due to defective equipment.

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of the  
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**Stirring and Startling Stereopticon Slides of the Wrecks on the Illinois Central and Harriman Lines.**

**See the San Antonio Explosion and Funeral Parade of Montz Wreck Victims.**

**See the Graveyard at Kinmundy, Illinois, where the Illinois Central killed Ex-President Harahan.**

**See the Soldiers and the Machine Guns at Fort McComb and many Wrecks that have taken place at the price of human blood.**

For particulars write to Strike Secretary, Box 32, Clinton, Ill.

those who do not know anything about this strike. We have mailed your union two letters giving you terms on bundle orders, and if you have not received either of them, it is because the Illinois Central has induced the post office department not to carry it for us. In this event, therefore, consider this our appeal to you, and see that your union gets a bundle order. That we are giving you returns for your money is evidenced by the fact that the Illinois Central is trying to stop us from using the mails. Bundle rates are \$5.00 per hundred; \$10.00 for 250, or \$25.00 per thousand. If you are on the job you will give us an order like the **Railway Department.**

**Injunction Against Slides.**

That our stereopticon slides are an effective weapon to advertise the strike has just been demonstrated by the fact that the company is making an effort to have them stopped. At Memphis, Tenn., they have got out an injunction against the proprietor of the Colonial Theater, who was to run the slides in that city. It is now expected that the same thing will be done all over the country.

However, let no one falter. Put them to all the trouble you can. Get the slides and give them a chance to get an injunction against the slides in your city. You can procure a set of them for the manufacturer's price. We have several sets to loan out, but the applications for them are so many that it will be a long time before we can accommodate you. **Wake up and help us slap the Old Hog.** We certainly have the company irritated now, when they went to the trouble of getting out an injunction prohibiting the exhibition of wrecks that have taken place on their own railroad since the strike. They fear the true condition, for the camera doesn't lie. Why should they fear the pictures? **Do you know?**

**Slugged.**

William Leighton (alias Piston Packing Bill) a member of machinists' union No. 126, and one of the company's most loyal emissaries, who has made an unsuccessful attempt to settle the strike and get the men to go back to work, has now reached a stage where he is so aggravated at his failure to make good to the company, that he has resorted to black

**When You Are About To Travel**

**Bear in Mind**

that the

**Illinois Central**

is the

**Grave Yard Line**

jack methods, with the hope of driving the strikers off the line.

While a striker was walking on the street of Decatur, Ill., Leighton, who happened to see him, like a cowardly cur, ran up behind him, knocking him over in the pavement and departing to escape the police with a cry of "you will never get out of this town alive."

Leighton, like the rest of them, is out for blood. Everything he has undertaken heretofore has failed, and his new methods of brute force will fare no better. There are men in this fight who cannot be blinded by Leighton's assaults, the emissary's cry, or his general despotism. These men have a fixed determination and they can meet all obstacles with a smile, including being **slugged.**