

Life of Engineer was Saved by Suspenders of His Overalls

(From Waterloo Press.)

Because the suspenders of his overalls caught on a projection of his locomotive, Engineer Harry Boehmler of this city is alive today. He reported the fact of his miraculous escape yesterday when, as the death of Mr. Boehmler was being reported, the fact that he was hanging from the cab after his engine had left the track on the high bridge at Iowa Falls, when his flight was arrested by his clothes becoming caught. The delay of a few seconds was sufficient while he disentangled himself, causing him to fall to the opposite side of the cab and jump, just as the engine crashed into the superstructure of the bridge on the side where he had originally intended to go.

Fireman Paul McPike was riding in the engine at Waterloo, Ill., with Mr. Boehmler and Fireman A. M. Shaffer, also of Waterloo, Mo., on the night of yesterday morning, while it was dark. A freight car immediately back of the engine jumped the track just as the train pulled into the bridge that spans the Iowa river. The car toppled off the bridge and pulled the tender with it into the river, 72 feet below. Fortunately for the men, the drawbar connecting the cab to the engine did no damage except to jerk the engine from the track. Slamming the brake into the emergency, Engineer Boehmler called to his men to jump and was leaving from the right side when his clothing caught and prevented him from being jammed between the careening engine and the bridge iron.

It was dark and none knew they were more than 70 feet above the water line. Fireman Shaffer had just shoveled coal into the fire box and made a leap from the gangway. He struck the guard rail of the bridge on his stomach, his legs protruding between the boards with his arms above in a position as though he were pinned in the old torture stocks. Brakeman McPike cannot state whether he left from the gangway or through the window. He struck Mr. Shaffer and clung to him. Engineer Boehmler also was fortunate in grasping the railing, to which the three held until they could get their bearings.

Engineer Boehmler wrenched his shoulder. Fireman Shaffer sustained bruises to his arms, and Brakeman McPike was bruised, but none was seriously hurt.

Defects Caused Big Majority of Wrecks

Increase of 935 More Accidents and 87 More Killed Than Last Year.

WASHINGTON, May 20.—Defective railroad equipment and tracks were responsible for 68 per cent of all derailments in the United States during July, August and September, 1912, and during those three months there were 935 more collisions and derailments, than there were during the same months of 1911. All train accidents on steam roads during that time killed 288, and injured 4598, an increase of 87 in the killed and 415 in the injured during the corresponding period of the year before. These facts are disclosed in the accident bulletin of the interstate commerce commission.

Accidents of other kinds, including those sustained by employees while at work, not including "industrial accidents," make the number of casualties 2995 killed and 22,447 injured, a total increase of 247 killed and 3349 injured. The damage to equipment and roadway by the accidents aggregated \$3,500,001, a large increase.

It was found by the commission that of the derailments 19 per cent were due to broken rails and 31 per cent to defective wheels.

Casualties due to "industrial accidents"—such as are not involved in train operation—amounted to 114 killed and 2,881 injured, a decrease of 41 killed and an increase of 324 injured.

ENGINEER ROBERTS KILLED IN WRECK

Baton Rouge Man Meets Death When Locomotive Jumps Track and Rolls Down Bank.

CLINTON, La., May 27.—(Special.)—Engineer Jesse Roberts, 45 years of age, was killed and his negro fireman, Louis Breazeale, badly injured in a wreck on the Clinton branch of the Yazoo and Mississippi Valley railroad at 11 o'clock this morning one mile from the Clinton depot.

Just as the train, composed of the engine, three freight cars, a passenger coach, and a caboose, was getting well underway on its regular run to Ethel, the engine and freight cars jumped the track, running for a distance of 100 feet on the cross-ties, and rolled down an embankment.

The engineer reversed his engine and put on the air brakes. He evidently attempted to jump as the engine started down the embankment, but was caught and pinned beneath the locomotive. He was killed instantly.

The passenger coach and caboose did not leave the track, and none of the passengers



ILLINOIS CENTRAL PASSENGER ENGINE 1011 AFTER A WRECK AT MADISON, ILL.

This wreck occurred on the Illinois Central at Madison, Ill., a short distance out of East St. Louis. The engine was pulling the St. Louis-Chicago train known as the Diamond Special. The wreck took place at the Clover Leaf crossing, and in the derailment the engine went down the embankment and was completely overturned.

was injured. The intervening freight cars saved the coach, which stopped within ten feet of the wrecked rails. The track was considerably torn up.

The Woodville and Bayou Sara train was dispatched from Slaughter to the scene and conveyed the passengers to Ethel, where regular connections were made with trains 21 and 22 on the main line, which had been held pending their arrival.

The remains of the dead engineer were conveyed to Baton Rouge, where he resided on North Boulevard, with his wife and three young children.—New Orleans Press.

CENTRAL SUED FOR \$10,000.

Ten thousand dollars is asked for the life of George E. Cline, who was killed at Clinton by an Illinois Central train on August 28, 1912. Cline, who was about 29 years old, was a brakeman employed by the Illinois Central. He worked between Freeport and Clinton. About 11 o'clock at night on August 28, while Cline was switching cars in the Clinton yards preparatory to make the return trip to Freeport, he was run down and killed by a switch engine. Negligence on the part of the railroad company is charged.

SWITCHMAN GETS \$15,000 FROM I. C.

ST. PAUL, Minn., May 16.—Fulton M. Skaggs, formerly switchman on the Illinois Central railroad, whose right arm and right leg were crushed so that both had to be amputated, was awarded a verdict of \$15,000 against the company in district court today. While switching at Amboy, Ill., January 13, last, Skaggs was knocked off an engine foot-board by a string of cars standing close to the main track, and run over.

SOLIDARITY.

(By Walter Eggeman.)

Solidarity is the keynote of all progressive labor organizations. Without it nothing can be accomplished. The advancement of the workers in any industry is measured by their degree of solidarity.

The up-to-date unions, that is the industrial unions, continually preach solidarity to the working class. They point out that the workers have a common cause in securing higher wages, shorter hours and better conditions. These can best be gained by all the workers in a given industry being in One Big Union, which alone has unity of purpose, harmony of action and solidarity in fighting; thus assuring concerted action against the employers.

The members of the capitalist class fully realize the value of solidarity and band themselves together in corporations, trusts, merchants' and manufacturers' associations, commercial clubs and civic federations so as to use their power at all times and if possible crush labor when it rebels against its exploiters.

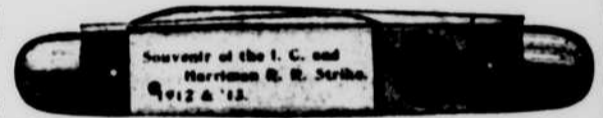
Labor should learn a lesson from the trusts which have formed mighty monopolies in order to control the prices of the commodities which they sell. Labor's great and only asset is its labor power which it must sell in order to live. Let labor follow the example of the trusts and monopolies that which it has to sell. In other words, control its labor power so it can dictate its price, measured by wages and hours.

Only through solidarity can the working class emancipate itself from wage slavery and industrial despotism. Therefore it should be the duty of every class-conscious worker to do his utmost to hasten the day which will bring solidarity of the entire working class. Then we will banish all tyrants and despots industrial or otherwise, and inaugurate an era of Industrial Freedom.

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

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