

cribed to scarcity of water along the road. A special order makes it necessary for all trains to take water at Kinmundy, and a freight train which took water before the express, held it longer than customary. It is said no flagman was sent back by No. 25. The trains were due to pass south of Centralia, but because of No. 25 being late they met at Kinmundy.

The engineer and fireman of the limited were removed from the wreck first. While taking them out rescuers stumbled over the bodies of Hanahan and Melcher. The bodies of Pierce and Wright were found a few minutes later. All had been caught in their berths without a possible chance of escape.

It was rumored that there were no rear lights displayed on No. 25.

Rigid investigation is being made to fix responsibility for the wreck, and Acting Coroner Featherling said this afternoon that the blame lay between Harry J. Bronecker of Chicago, flagman of No. 25, and R. J. Stuart, engineer of No. 3.

The bodies of Harahan, Melcher and Pierce arrived here at 1:35 this afternoon on a special train. They were accompanied by Byron Curry, secretary to Melcher. Curry said that all the victims of the crash were asleep and were instantly killed.

President Markham of the I. C. gave out an official statement this afternoon, in which he said: "A formal investigation will be conducted as early as practicable.

The board of inquiry will consist of officials of the company and substantial business men from Centralia and Kinmundy."

James T. Harahan started his railroad career as a switchman, and was, successively, fireman, brakeman, conductor and engineer on various lines. In 1872 he was made roadmaster of the Decatur & Louisville and then general superintendent of the L. & N. road. Mr. Harahan held positions on the B. & O., Laek Shore, L., N. O. & T., and in 1900 became vice president of the I. C. He became president of the road in 1906 through the influence of E. H. Harriman, and resigned from this position Jan. 12, 1911.

Frank O. Melcher, second vice president of the Rock Island, in whose private car the officials were riding, was born at Damariscotta, Me., in 1864. He began his railroad work in 1887, and in 1902 became general superintendent of the Fitchburg railroad. He was first made general superintendent of division of the Rock Island lines, and in 1905 became general manager and vice president.

According to leaders of unions of railroad crafts, it was mainly through his influence that the road officials granted recognition of the system federation on the Rock Island.

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Trial of the jury in the Banker Wilde case, at Portland, is proceeding slowly, and no cases of bribery have appeared against the attorneys of judge.