

**No 2 Slope  
Rush Run Slope  
Nesquehoning, PA  
Explosion  
April 12, 1876  
4 Victims**

**Victims: Thomas Sheilds  
Hugh Gaffield  
Charles Collins  
Thomas M'Govern**

**EXPLOSION OF CARBURETED HYDROGEN GAS.**

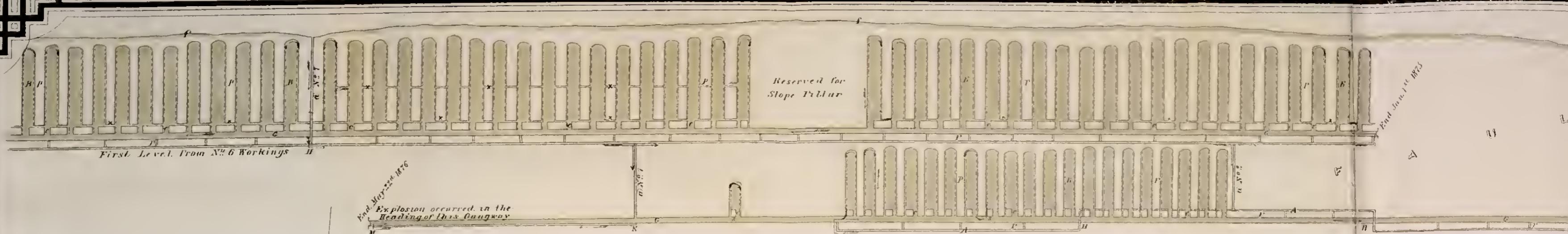
Accident Nos. 10, 11, 12 and 13, in the list, Thomas Sheilds, Hugh Gaffield, Charles Collans and Thomas M'Govern—ages, 56, 38, 22, 27, respectively, were instantly killed, (except Collans, who died the next day,) by an explosion of carbureted hydrogen gas, in Room Run slope, No. 3, Nesquehoning, April 12, 1876. I had visited this colliery October 16, 1875, and at the time I considered it one of the best ventilated mines in the district, and was at the time of the explosion, except the face of the gangway, which was partially due to the men changing the position of one of the 10-inch square air pipes, from the top of the gangway to the bottom of the same, (or on top of the other 10-inch air pipe,) both of which were expressly used for ventilating the face of the gangway, as can be seen by a superficial examination of the map accompanying this report, as the air circulating down inlet No. 2 (see map) was adequate to air the twenty breasts inside of said inlet, many of which were not working at the time, not making any allowance for the air that was circulating down inlet No. 3. There was but one breast opened inside of the terminus of the airway, and on my examining the condition of the mine the day after the explosion I found the ventilation to measure as follows:

At outlet No. 4, leading to a 16-foot diameter fan, 15,586 cubic feet per minute.

At inlet No. 1, (on map,) connecting with two 10-inch square air pipes, 8,400 cubic feet per minute.

At a point about 200 feet from the face of the gangway 1,187 cubic feet per minute. The leakage of 4,420 cubic feet from inlet No. 1, to the point of measurement, in air pipes, is due to the dilapidated condition of the air pipes after the explosion, and the leakage at the bottom of the hole.

At inlet No. 2 (on map) 5,580 cubic feet per minute, making in all 13,980 cubic feet, exclusive of the air that might have been circulating down in inlet No. 3, which was not measured at the time, neither was the volume circulating down the slope, which would compensate for the deficiency in the amount in the two inlets, and that of the outlet or place of exit. The aggregate number of men working in the slope or mine at the time were twenty, so that if the amount of air was circulating in the mine the day of the explosion as the day following there would be 396 cubic feet per minute for each



Reference Table

Main Slope	—	S
Main Gangways	—	G
Airways	—	A
Breasts	—	B
Air Holes	—	a
Tunnel through Rock	—	T
Doors	—	D
Sheets	—	s
Chutes	—	c
Cross Cuts	—	x
Old Cup of veins	—	r
Red Ash or Primrose vein	—	R
Mammoth vein	—	M
Over Through or Air Crossing	—	
Pillars between Breasts	—	p
Pillars between Gangways and Airways	—	P
Main ways and Air Courses	—	—
Two square 10" Air Pipes	—	X
Fan 16" in Diameter	—	F
Course of Air currents	—	—

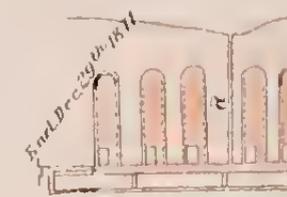


PLAN OF THE  
*L. & W. B. COAL CO'S. SLOPE NO. 3 NESQUEHONING*

Showing Methods of Working and Ventilating at time of Explosion, April 12, 1876.

T. D. Jones, Inspector of Mines.

SCALE: 200 FT. TO AN INCH.





of the men in the face of the gangway, or, on the whole, 699 cubic feet for each man employed in the colliery. The assistant superintendent, fire boss and myself went to the face of the gangway the day following and remained there about ten or fifteen minutes, testing the gas, which was about three feet below the collar of gangway, for a considerable distance back, and while looking around found two miners' lamps and two safety lamps (Clanney.) None of the latter were opened, but at the inquest it was stated that they had been in the habit of keeping a naked light in the air pipe, which was strictly forbidden by the foreman. On the morning of the accident the three men, who were engaged in driving the gangway, went to their work early, before anybody was around, so as to load the car, which was left in the face the night previous, before the driver got in, so they proceeded directly to their work and commenced to load the car, without any one examining the condition of that part of the mine, and had the car nearly loaded when they heard the driver coming, (as stated by Meyers at the inquest, one of the laborers working in the gangway at the time of the explosion, who fortunately got out scarcely any the worse,) and had no sooner said so than the explosion took place, consequently the driver could not be very far from the face of the gangway, or else they could not have heard him, as the driver had no car with him. Richard Bowden testified that the driver passed him at a point of about 400 feet from the face with a

naked light and a safety lamp, and supposed the gas to ignite from the driver's naked light, and that it was probable that the gas extend further back than usual, owing to the men hurrying to load the car. It is therefore obvious to me that the explosion is attributable to the changing of the position of the air pipes, and that, had the gangway men conceded to the request of the foreman to discontinue working until the air pipes were replaced, it is probable that the calamity might have been avoided. The question may be asked, why did they discontinue driving the airway? The only reasons adduced by the assistant superintendent, Mr. Eustice, was, that previous to his taking charge Mr. John P. Jones, (deceased,) general inside foreman, at Summit Hill, under the same company, ordered the airway to be stopped, as they did not intend opening any more breasts until the upper gangway in tunnel No. 6 (see map) was finished, and also as the seam had become very thin at the terminus of the airway, in not allowing sufficient pillar between the two gangways, and in lieu thereof to drive air holes to the upper gangway whenever it would be required, and to ventilate the face of the gangway by means of air pipes, until the gangway was driven far enough to drive an air hole in line with inlet No. 7, or at a point of 140 feet from where the explosion occurred, (see map,) which has since been done, making it the main inlet hereafter, as the other inlets in course of time would become of no use, owing to the upper gangway being robbed of the pillars, &c. Suffice it to say that a superficial view of the map accompanying this report, together with a copy of the inquest will I hope be explicitly and satisfactorily understood.

#### THE INQUEST.

A jury being summoned a coroner's inquest was held in the school house at Nesquehoning, on Benjamin Yetter, Jr. Remains, Benjamin Griggs, Henry Watt, Thomas Meese, Owen Garraghan, George Reynolds, Benjamin Griggs, Henry Owen Garraghan.

Samuel Steventon, *sworn*.

I live at Nesquehoning; I am a miner; I worked in slope No. 3 last; those men were killed in No. 3 slope; I was present at the time of the ex-

plosion of fire-damp ; I was asked what that was ; I replied that I thought it was an explosion of fire-damp ; Thomas Rees and Michael Cassidy went inside to where the explosion occurred, as I thought ; I was talking to Patrick Callan, and M. Cassidy had returned at this time ; he was exhausted in running ; he could'nt run any further ; Cassidy told me and Pat Callan for God sake to hurry and get some safety-lamps, that the men were all burnt inside ; I ran to the bottom of the slope for some safety-lamps ; some of the men told me there was none there ; started up in a car to get some at the top ; as I was going up the top-man was coming down with some safety-lamps ; I returned again on car ; when I came to the bottom Mr.

Wm. Smitham, the boss, gave me a lamp ; he told me to be careful ; started to run in ; I passed Thomas Meese coming out in a car, with Joseph Norwood and Jacob Meyer in the car ; Thos. Meese jumped off the car and told some of the men to take it ; Meese started back with me ; on the turnout we met Thomas Reese ; he had Richard Bowden in a car ; myself and Meese went on, and I gave Meese my safety-lamp ; got into where the explosion occurred, as we thought ; I fell over the body of Thomas Shields ; Meese and I went on and met the mules coming out ; met Patrick and Hugh Callan carrying their brother Charles out ; they told us that Levi Marsden was in a piece further ; we went in and called him by name, and he answered us ; Meese and I picked him up and I put him on Thomas Meese's back ; carried him out ; left him in the fresh air and went back again to look for the rest, but had to come out on account of after-damp ; Thomas Meese, John Rowe, Mark Meese, Patrick Callan and myself went back again ; we had to clear a good many of the air pipes out of the road ; got near the heading ; Mark Meese found one of the men ; he was dead ; we started to carry him back, and Mark Meese found the other man ; he and his brother Thomas carried the body of one about forty yards ; had to drop the body and four of us carried one body to the fresh air ; some other men went in after the other body ; we all came out together ; we got the dead bodies in a car and brought them home ; I was away about three-quarters of a mile from these men at the time the accident happened, as near as I can tell ; I was to work in the mines at the time of the accident ; the mines were well ventilated where I was not, the car for the explosion was where the accident occurred ; I was not there at the time.

(Signed) SAMUEL STEVENTON.

Michael Cassidy, *sworn*.

I live in Nesquehoning ; I am a miner ; I work in slope No. 3 ; I was in No. 3 slope on the 12th day of April. 1876, the day the accident happened ; as near as I can tell I was away about three-quarters of a mile from the place where the explosion was ; I felt a draft of air, and seen sparks fly off the men's lamps that stood in front of me, I told the rest let us go in they might need our assistance ; Thomas Reese said he would go, we went in, we saw sheets and things tore ; first met Joseph Norwood and Richard Bowden they were all covered with mud ; I saw blood on Bowden's face, Norwood told us Thomas Shields was in further, we went a past them in the dark ; we called, but got no answer ; Norwood told us that Charles Callan was lying in there ; Norwood told us that Hugh Callan crawled in ahead of us. We went back to Bowden and Norwood ; Thomas Reese carried Bowden, Norwood could walk some ; I ran out, met Sam. Steventon and Patrick Callan, told them to get safety-lamps, then I went near to the bottom ; some men went in with lamps, and I followed them in again ; I met some men bringing Joseph Norwood and Meyer in a car ; a piece further on I met Thomas Reese fetching Richard Bowden in a car, we changed Bowden from

one car to another, then Mark Meese and I went inside along with other men shoving a car to bring the dead and wounded ; they told us to put our lights out, we should not come any nearer with the naked lamps ; David B. Griffith went back for safety-lamps, I went with him to show him where he could light his lamp ; I did not go back where the accident happened any more. I have worked in No. 3 slope about eight or nine years off and on ; where I was at the time of the accident the air was good ; I was in towards the heading of gangway on the morning of the 11th of April, 1876, where Thomas Shields, Joseph Norwood and Richard Bowden were working ; Wm. Smitham, mine boss, was with them ; I seen the men working with glass lamps ; I mean the men in the heading. In my opinion I don't think No. 3 slope was properly ventilated, I mean the part where the accident occurred.

(Signed) MICHAEL CASSIDY.

Cornelius Zeangle, *sworn*.

I live in Nesquehoning ; I am a miner ; I was in slope No. 3, on the night shift of the night of 11th day of April, 1876 ; there was more sulphur there than there was the day before ; we had no naked lamps ; we sent the drivers out to clean the lamps ; those lamps were safety-lamps ; I considered it safe that night to work with safety-lamps in slope No. 3 ; I had a naked lamp in slope No. 3, and used it or had it lighted ; I think I had a naked lamp in the night before the accident ; I had the lamp in the air pipe about five yards from the heading or face ; I did not think it dangerous at this time ; I tried the sulphur with safety-lamp, but I could not reach it, therefore I considered it safe to leave the naked light in the air pipe ; I considered the lamps I used this night safe ; I was not in the slope when the accident happened ; the air was not good the night I was in the slope ; I was working in the heading of the gangway at or about the same place where Thomas Shields, Hugh Coffield and James M'Govern were killed the following day ; in my opinion, I think, the sulphur came back further than usual ; I think it was caused by moving the air pipes ; I worked in slope No. 3 over two years ; I considered it dangerous for the past two months ; there was more sulphur than before ; I knew the three men that were killed the 12th day of April, 1876.

(Signed) CORNELIUS ZEANGLE.

John M'Caffrey, *sworn*.

I live in Nesquehoning ; I am an inside laborer for Cornelius Zeangle ; I work in No. 3 slope ; I was in said slope on the night of the 11th of April, 1876 ; I was laboring for Cornelius Zeangle ; the air was worse that night than it had been before ; I think the cause was of some pipes being down ; I didn't think myself safe this night ; I was more afraid than before ; I worked in slope No. 3 off and on over four years ; I never told any boss that I wasn't safe in slope No. 3 ; I was not in at the time the accident happened ; I knew those men that were killed and wounded in slope No. 3 ; Cornelius Zeangle tested the sulphur with a glass lamp ; we were working our shift this night ; Shields, Bowden and Norwood told me and the other laborer, inside of them between that and the heading, there was sulphur ; we had naked lamps lighted in the air pipe about three or four days before this accident happened.

(Signed) JOHN M'CAFFREY.

John Gilson, *sworn*.

I live in Nesquehoning ; I am an inside laborer ; I work in heading of No. 3 slope ; I was in said slope on the night of the 11th of April ; when

I was to work last the air was not very good ; I seen Cornelius Zeangle try the sulphur with a glass lamp ; he told me it was pretty bad ; we worked our shift this night ; I considered myself in danger ; I feared the sulphur would explode ; we came out the slope about 12 o'clock at night ; everything appeared to be right when we left the slope ; I did not consider it safe yet I did not consider it dangerous to work with the safety-lamps ; I think we hadn't any naked lamps in this week ; the week before I think we had a naked lamp in air pipe.

(Signed) JOHN GILSON.

Matthew Duke, *sworn*.

I live in Nesquehoning ; I am an inside driver in slope No. 3, on the night shift ; Wm. Smitham, mine boss, told me I should'nt go in heading of No. 3 slope with a naked lamp ; he ordered me to take safety or glass lamp, that there was one in or on the pipe for me ; I never went in with a naked lamp after I had been ordered not to ; I think he said I could'nt take the naked lamp to the heading ; about two or three months ago Mr. Smitham gave me those orders ; I did'nt consider it safe to work there that night with those lamps ; I did consider it safe with a good safety-lamp ; I don't think I told any of the men about the orders Mr. Smitham gave me ; I was not in the slope when the accident happened ; I worked in slope No. 3 off and on about nine years ; I heard some say it was not safe at the heading ; I was in slope No. 3 last week with a naked light in heading ; some of the men "hollowed" at me ; I did not consider the trap-door safe ; they sometimes would open when a shot would go off ; the doors would fall in ; I thought the blasting was the cause ; I hung my naked lamp (lighted) about two hundred feet from heading.

(Signed) MATTHEW DUKE.

Henry Isaac Fisher, *sworn*.

I live in Nesquehoning ; I am a miner ; I work for L. and W. B. C. Co. ; I work in No. 3 slope, vein 28 ; in this slope the accident happened, on the 12th day of April, A. D. 1876. I was sitting at the diamond, on the east side ; Thomas Reese was passing by ; he told me that he wanted me, and told me to come on quick ; when I got up he told me the fire had exploded ; he said there was five men inside ; we hurried on as fast as we could, and the teamster hitched on to an empty car and took us into the turnout ; when I got there met Michael Cassidy ; I asked how things were inside ; he told me he did not know ; in a few minutes a car came out ; Levi Marsden and Charles Callan were in the car ; John Jenkins and Hugh Callan called for a coat ; I gave them mine ; I helped to shift them on the loaded track, in order to get two empty cars past ; I helped to shove one inside to where the dead men were ; when we got in as far as the cross-cut I told them to blow out their lights ; we went on till we met Wm. Smitham with a safety-lamp ; Mr. Smitham told us to stop ; after we stopped the car he told us to put the body of Thomas Shields in the car ; stopped about five minutes ; then we heard some one coming and we went and met them ; they had Jas. M'Govern ; took him out and then went in after Hugh Coffield ; Patrick Callan had to turn back ; the after-damp was too strong ; we found Hugh Coffield lying on his face on the middle of the track ; carried him back and put him in the car ; then we took the car out on the turnout ; James M'Cann run two cars to the bottom and they were hoisted up with the dead men, Thomas Shields, Hugh Coffield and James M'Govern ; I worked in slope No. 3 on the 12th day of April, 1876, the day the accident happened ; I was a little over three-quarters of a mile away from where the explosion

took place ; when the door is shut the air is pretty well where I was ; I could not account for the other side—I mean I couldn't say how the air was before the accident, because I was not there ; outside the inside air-shaft the air was good ; after the explosion the air was poor inside the air-hole ; I considered it dangerous inside or past the air-hole ; Wm. Smitham is the mine boss at present ; he gave me orders at the time of the explosion not to go there with a naked light ; I did not consider there was any danger where I was working last, of sulphur ; the mine boss never cautioned me about taking a naked light inside where the sulphur was.

(Signed) HENRY ISAAC FISHER.

Hugh Callan, *sworn*.

I live in Nesquehoning ; I am a miner ; I work for L. and W. B. C. Co. ; I was in slope No. 3 on the 12th day of April, 1876, the day the accident happened ; the air was as good as usual ; I was about a quarter of a mile from place where the explosion took place ; the air was pretty good where I was ; I found the air poor where the explosion took place ; I mean where those men were killed, or near the place ; I knew the men that were killed ; I considered it dangerous where the men were killed for about a month ; in one part of the slope the air was good ; in the other part the air was poor ; I was in with Mr. Smitham some time ago in the heading.

(Signed) HUGH CALLAN.

Patrick Callan, *sworn*.

I live in Nesquehoning ; I am a miner ; I work for L. & W. B. C. Co. ; I mine in slope No. 3 ; I was in said slope on the day the accident happened ; I was about three-quarters of a mile from the place where the explosion took place ; I can't tell how the explosion took place ; the air was good where I worked, on the 12th day of April last ; I was in toward the heading after the accident ; I found the air bad and turned back to where we left Thomas Shields ; Thomas Reese was with me ; I considered the air bad toward the heading as long as it was carried in pipes and as long as they swung on wire or straps ; I knew those men that were killed ; I am a brother of one of the men that died ; I worked in slope No. 3 since it was sunk as a miner.

(Signed) PATRICK CALLAN.

Joseph Norwood, *sworn*.

I live in Nesquehoning ; I am a miner ; I was in slope No. 3 on the 12th day of April, 1876 ; I was going toward the heading at the time the accident happened ; I have no idea how the accident happened—which way it ignited I can't tell ; I had a naked lamp and a safety lamp with me ; I was about fifty yards inside the air shaft ; we were on our way to go to our work ; there was three men working at the heading ; I seen the driver pass us before we got to the air shaft ; the driver had a glass lamp in his hand ; don't know whether the glass lamp was lighted ; I was not to the heading for a month until the day before the accident ; I seen a naked lamp in the air pipe lighted that day ; we were moving air pipes the day before the accident and intended laying the rest of the pipes, and the explosion took place ; the sulphur must have been back farther then usual ; I think by moving the pipes that it might have had a bearing to drive the sulphur back ; I have worked in No. 3 slope about two or three years ; we had about seventeen lengths of pipe to take down yet ; I found the air all right at the air shaft ; I did not consider it dangerous while I worked there, except from the place where the pipes were disconnected ; I worked in there

at different times and did not see anything further back ; it was not very dangerous in there the day before the accident—we were working with naked lights.

(Signed) JOSEPH <sup>His</sup> X NORWOOD.  
mark.

Jacob Meyer, *sworn*.

I live in Nesquehoning ; I am a laborer inside ; I work in No. 3 slope ; I was in said slope on 12th day of April, 1876 ; I was in face of gangway ; we used glass lamps ; there wasn't much sulphur in face, but behind us ; I think it ignited through the drivers ; Hugh Coffield and myself walked in about half an hour before the explosion took place ; we didn't examine or try the sulphur, but went right to work ; we had a naked light in the pipe the day before ; I was shoveling in the ear, when the explosion took place, at the face of the gangway ; the first man I met was Charles Callan ; I can't tell how far it was from the face ; I crawled out on my hands and feet ; I did not consider it dangerous with safety lamps ; I seen Joseph Norwood, Richard Bowden and Thomas Shields work at the pipes the day before with naked lights ; I worked in No. 3 slope two years off and on ; Hugh Coffield and James M'Govern were working with me at the time of explosion ; they were killed.

(Signed) JACOB MEYER.

Richard Bowden, *sworn*.

I live in Nesquehoning ; I am a miner ; I work in slope No. 3 ; I was in said slope at the time the explosion took place ; I was about 400 feet from the heading at the time ; Thomas Shields was next to me ; he was killed ; when Charles Callan passed me he had a naked lamp ; it was lit ; he lit his safety-lamp at the turnout ; I think it ignited by the driver's light ; I think the sulphur came back further than usual ; I think it caught from the naked lights ; I did not think the air was bad the day before the accident ; I have worked in slope No. 3 about four or five years off and on ; I never considered it dangerous to work there ; I saw no sulphur where I was the day before the accident happened.

(Signed) RICHARD <sup>His</sup> X BOWDEN.  
mark.

William Smitham, *sworn*.

I live in Nesquehoning ; I am inside foreman or mine boss in slope No. 3 ; I was in said slope the 12th day of April, 1876, at the time the explosion ; I was away from the place about one and a-quarter mile ( $1\frac{1}{4}$ ) when the accident happened ; the slope was in good condition as regards ventilation ; I was at heading on the 11th day of April last ; the air wasn't as good as usual that day on account of moving some of the pipes ; I was not near the heading the day the accident happened ; on the morning of the 13th, after the explosion, I was within twenty yards of the heading ; all miners and laborers are working under my instructions ; my orders were not to carry a naked light to face ; the drivers I ordered not to take a naked light within from 400 to 500 feet from the face ; I don't think an explosion could have happened if the naked lights were kept that distance from the face ; I think the sulphur must have been set off with a naked light ; some one must have went too near to it ; if my orders had been obeyed this accident would not have occurred ; I don't think the men obeyed my orders ; I have charge of safety-lamps ; the lamps were in pretty good condition ; I considered them safe ; I frequently asked the miners how low the sulphur was down when they came in in the morning and often tell them to try the sulphur ; in my opinion slope No. 3 was well

ventilated; I told Hugh Coffield and his laborers on the 10th of April last they had better stop their work until the air pipes were repaired; the inside air shaft is about 600 feet from the heading; the day after the explosion I saw two hats found with common lamps on each of them at the heading; it was contrary to my orders to have those lamps at heading and have them burning; I have been inside foreman for eight or nine years in slope No. 3; when I suspected that there was any sulphur I had a man to test it.

(Signed)

WILLIAM SMITHAM.

T. D. Jones, *sworn*.

I live in Hazleton, Luzerne county; my occupation is inspector of coal mines; was notified on the afternoon of 12th day of April of three men being killed in slope No. 3 at Nesquehoning; repaired to the scene of the accident on the morning of the 13th and made the necessary investigation, and offered such suggestions as appeared necessary for the safety of the men; examined the mine in company with Mr. R. Eustice, superintendent; found circulating in the outlet 15,586 cubic feet of air per minute; proceeded to the turn-out; there we procured safety-lamps; went in as far as the upper pipe extended; there measured the air circulating through those pipes; found it to be 1,187 cubic feet—396 cubic feet for each of the men working in the face of the gangway; then we proceeded to the face or heading; there picked up two hats with a lamp on each; stopped about ten or fifteen minutes; then we proceeded outward, to the inside inlet, and measured the air and found 8,400 cubic feet of air circulating; then we proceeded to second inlet and measured 5,580 cubic feet of air circulating; adding the amount circulating down the two inlets, and dividing by 20, the number of men and boys employed in this gangway, we have 699 cubic feet for each man employed; the amount required by law for each man, 66 cubic feet per minute, or as much more as circumstances may require; when I first inspected slope No. 3 I considered it safe; did not apprehend any danger five months ago.

(Signed)

T. D. JONES, *Mine Inspector*.

COMMONWEALTH OF PENNSYLVANIA, }  
*Carbon County,* } ss:

An inquisition indited and taken at Nesquehoning, in the county of Carbon, the 12th day of April, A. D. 1876, before me, Benjamin Yeager, a justice of the peace in and for the county of Carbon, upon view of the bodies of Thomas Shields, Hugh Coffield and James M'Govern, then and there lying dead, upon oath of Henry Watt, Thomas Meese, Owen M'Gorry, Hugo Ronamus, Benjamin Griffith and Owen Garrahan, good and lawful men of the county aforesaid, who being duly sworn to inquire on the part of the Commonwealth when, where, how and after what manner the said Thomas Shields, Hugh Coffield and James M'Govern came to their death, do say that on the 12th day of April, in the year of our Lord one thousand eight hundred and seventy-six, at Nesquehoning, and in the county aforesaid, by an explosion of gas or fire-damp in West 28-ft. gangway, near the heading or face of slope No. 3, Nesquehoning mines, while working inside said mine or slope, belonging or worked by the Lehigh and Wilkesbarre Coal Company.

We the undersigned, jurors, find that Thomas Shields, Hugh Coffield and James M'Govern came to their death on the morning of April 12, 1876, by an explosion of gas or fire-damp in West 28-ft. gangway, near the heading

or face of gangway in slope No. 3, Nesquehoning mines, worked by the Lehigh and Wilkesbarre Coal Company.

We believe the gas was ignited by a "naked" light, being brought in contact with the gas, on the heads or in the hands of one or more of the workmen (unknown to the jury) employed in West 28-ft. gangway, which was a violation of the law and of established rules.

No blame rests on any of the parties concerned, save only a want of proper precaution on the part of the workmen employed in that part of said mine.

In witness whereof, as well the aforesaid justice as the jurors aforesaid, have to this inquisition put their hand and seals this 18th day of April, A. D. 1876.

BENJAMIN YEAGER, *J. P.*, *Acting Coroner.*

*Jurors*—Henry Watt, Thomas Meese, Owen M'Gorry, Hugo Ronamus, Benjamin Griffith, Owen Garrahan.