

Jed Mine disaster Documents
Jed Mine
Jed Coal & Coke Company
Jed, WV

Accident date: March 26, 1912

Number of items: 34 correspondence, 2 maps, 13 newspaper clippings, 3 reports,
20 telegrams

Material types: letters, telegrams, reports, maps, newspaper clippings

Important persons mentioned: George Garwood, Sturgill, Pleasant, Cox, Charley Haynes, Stokes Bradley, Judge Perry, HP Collier, Fleur Deuhaun, John Norton, Joe Whittaker, JW Cameron

Historical note: An explosion occurred at 7:25 am when 91 men were in the mine when methane gas was ignited by an open lamp light. The mine was gassy and ventilation did not keep the gas below the danger point. The explosion fed by dust and gas traveled toward the shaft but died out on damp ground. Within half an hour men with flame safety lamps began erecting temporary stoppings, soon after, rescue crews and cars arrived and worked on the ventilation system.

In total, 81 men were killed. The list of names in this file is incomplete.

Special note: Inspectors notes and maps were not added to Digital Library due to their fragile nature but are available for viewing in hard copy only

Scanned into digital library: July 19th, 2010

Document ID: **20419**

Correspondence

Date	To/from	Subject	Size
3/28/1912	Norton coal company/director	Thank you for responding quickly to appeal for help at mine	1 page
3/28/1912	Stonega Colliery Company/director of BOM	Thank you for responding quickly to appeal for help at mine	1 page
4/9/1912	James Paul/William Leckie	Thank you for excellent recovery efforts at mine	1 page
4/12/1912	James Paul/William Buche	List of names of rescue workers	2 pages
4/13/1912	William Leckie/mining engineer	Thanks for the letter	1 page
4/13/1912	Director/mining engineer	Forward of thank you note	1 page

4/15/1912	Stonegap collieries company/ engineer in charge	Detailed statement showing amounts due	1 page
4/15/1912	A G Edwards/Director	Letter accompanying preliminary report of accident	
3/28/1912	WD Maher/Director	Thanks for prompt assistance	1 page
4/16/1912	Webb Willits/ Engineer in charge	Regarding the payment of messrs. Norton, Whittaker, Denham, Collier and Camerson	1 page
4/16/1912	George Rice/unknown	Correction on preliminary report	1 page
4/16/1912	Observer/chief mining engineer	Request for record of barometric changes	1 page
4/18/1912	BOM/ General superintendent	Request for address of Mr. Burke in exchange for forwarding information	1 page
4/20/1912	JS Cheyney/engineer in charge	Dates in which rescue men were employed	2 pages
4/20/1912	George Rice/Superintendent of Norfolk & western railway company	Reply stating that no barometer was in use at the times requested	1 page
4/22/1912	William McCarthy/Chief mining engineer	Request for barometric readings	1 page
4/22/1912	Director/chief mining engineer	Fan relief doors observation	1 page

4/23/1912	BOM/general superintendent	Concerning the payment of rescue workers	1 page
4/24/1912	Willie Moore/Director	Request for barometric readings	1 page
4/27/1912	JS Cheyney/engineer in charge	Letter accompanying 8 sets of employment agreements for rescue workers	1 page
5/3/1912	Director/chief mining engineer	Referring to the May issue of Mines and Minerals	1 page
5/3/1912	George Price/McCarthy	No barometric records, only a mercury column	2 pages
5/7/1912	HM Wilson/general superintendent	Employment sheets from rescue workers	1 page
5/10/1912	Willis Moore/Director	Correction on request date for barometric readings and update on findings	1 page
5/11/1912	HM Wilson/General superintendent	Neglect to send expense account	1 page
5/18/1912	A H Storrs/Director	Submission of accounts presented to BOM for payment	2 pages
5/20/1912	Holmes/ A H Storrs	Regarding bills for labor and railroad fares	1 page
5/24/1912	Chief of US Weather Bureau/director	Enclosing copy of barometric records	2 pages
7/9/1912	William Burke/engineer in charge	Miner claims balance due to him	1 page

6/28/1912	Holmes/Cameron	Concerning balance paid	2 pages
7/9/1912	Wilson/William Burke	Never told relief workers what they would be paid	2 pages
7/16/1912	JW Cameron/engineer in charge	Refusal to pay claimed balance	1 page
3/27/1912	Engineer in charge/Norton Coal Company	Sending 5 men to help with rescue efforts	1 page

Reports

Date	Type	Filed by	Subject	Size
3/26/1912	Inspectors notes	Bureau of Mines	Inspectors notes on accident	2 notebooks
3/26/1912	Preliminary report	Bureau of Mines	Preliminary report on the explosion at Jed mine	7 pages
3/26/1912	Abstract	Bureau of Mines	Abstract of Report of explosion at Jed mine	4 pages

Maps

Map number	Subject
1	Jed mine
2	Area of explosion

Newspaper Clippings

Date	Paper	Author	Title/Subject
3/27/1912	n/a	n/a	83 Men Killed by Explosion
4/5/1912	Bluefield	n/a	State Ends Inquiry into Jed Disaster
3/29/1912	Bluefield	n/a	Broken Bodies Pinned Under Tons of Slate
3/27/1912	Bluefield	n/a	83 lives lost in coal

			mine explosion
5/6/1912	Gazette-Times, Pittsburgh	n/a	President Storrs Appointed at his own request
3/30/1912	Bluefield	n/a	The Jed Mine Yields Up 14 More Bodies
n/a	n/a	n/a	Criticism of Rescue Car Brings Reply
4/6/1912	n/a	n/a	\$473.50 added to Jed Miners Relief Fund
n/a	Bluefield	n/a	3 bodies taken from under the slate
4/2/1912	n/a	n/a	Paull Replies to Criticism
n/a	n/a	n/a	Movement for Relief of Mine Victims
4/3/1912	n/a	n/a	7 bodies still remain in Jed mine
n/a	n/a	n/a	Jed relief fund awards are made

Telegrams

Date	To/from	Subject	Size
3/26/1912	Engineer in charge/Norton Coal Company	Notification of receipt of telegram, sending 5 men to help	1 page
3/26/1912	Stone Gap Colliery Company/Engineer in charge	Please authorize expenses	1 page
3/26/1912	Norton Coal Company /Engineer in Charge	Please authorize expenses	1 page
3/26/1912	Engineer in charge/ND Maher	Car 7 enroute	1 page

3/26/1912	Wilson/Manning	Rice and Paul leave at 5 for mine disaster	1 page
3/26/1912	Engineer in charge/Stonega Colliery Co	6 or 8 men will reach Welch 2 o'clock Wednesday	1 page
3/26/1912	Bureau of Mines/Burke	Rush help at once answer.	1 page
3/26/1912	Bureau of Mines/Burke	Mine explosion near Welch reported 80 entombed	1 page
3/26/1912	Bureau of mines/burke	93 men entered 11 came out	1 page
3/26/1912	Bureau of Mines/Sutten	Reported explosion; wire instructions	1 page
3/26/1912	Vice President Maher/Engineer in Charge	Authorization	1 page
3/26/1912	Bureau of Mines/Wilson	Car 6 leave Irwin and arrives at Jed in the morning carrying people and supplies	1 page
3/26/1912	Sutton/Wilson	Do not go to Welch; cars 6 and 7 due there tonight	1 page
3/26/1912	Paul/Wilson	Burrell suggests collect samples afterdamp at every opportunity	1 page
3/27/1912	Wilson/Holmes	Send first aid	1 page
3/28/1912	Bureau of Mines/Rice	45 bodies discovered so far	1 page
3/30/1912	Bureau of Mines/Rice	Mine explored 69 bodies	1 page
4/2/1912	Bureau of Mines/Rice	All but 5 bodies discovered	1 page
4/5/1912	Bureau of	Expect to	1 page

	Mines/Paul	complete investigation Saturday	
4/4/1912	Government Safety Car/Rice	Take full face section sample in one of butt entries off second main	1 page

Jed 8 125

April 12, 1912.

10.87

PRELIMINARY REPORT OF EXPLOSION
JED MINE, MONROVIA COUNTY, W. VA.

Director:-

I have the following preliminary report to make of the explosion in the Jed Mine, Monrovia County, W. Va. on March 22, 1912 (Tuesday) at 7.25 a.m. 76

As a result of the explosion 81 men lost their lives; 91 men were said to have been in the mine at the time of the explosion; 11 men escaped, but one of them subsequently died from the effects; 5 or 6 were on the main bottom near the shaft, and 4 or 5 on the second and third right butt entries not traversed by the explosion wave. These men were not injured.

It is evident from the investigation that the explosion started in one of the left butt entries off the second main heading (in which one it has not been fully determined; after all the notes have been carefully platted it may be possible to determine more exactly). From these left butt entries part of the explosion travelled outward toward the shaft, but died away on damp ground free from loose coal dust, on the diagonal road leading to the main bottom; and thus the lives of the group of men at or near the bottom of the shaft were saved.

The other branch of the explosion went inward from the left butt entries on the second main heading, and spread through the 4 parallel entries, and then passed through a pair of cut off entries into No. 1 main heading entries. It ran to the heads and spread through the 4th, 5th and 6th right entries, in which the majority of the men were working. The explosion passed outwardly on No. 1 main heading, but died away on the damp ground near the mouth of same; that is, before it reached the diagonal heading which leads to the main bottom.

One of the most striking things about the explosion was the dying away before it reached the shaft by reason of the damp condition of the entries. Had it not been for this damp condition of the roof, ribs and floor it is probable that the explosion would have wrecked both the hoisting and air shafts. As it was, there was no violence shown at the hoisting shaft; there was a concussion at

the air shaft, slightly damaging the fan, but not sufficiently to interfere with its working after some repairs had been made.

The main hoisting shaft is the intake, and the air shaft the return. There is a Guibal fan, capable of producing a volume of about 125,000 cubic feet of air per minute at approximately a one inch water gauge.

The following are the chief features noticed:

The fact that the hoisting shaft and main bottom was on the intake saved the men who were working on the bottom from being overcome by firedamp. The men who were in the second and third right butt entries were also on the intake, hence were able to escape.

All the men who were in the area traversed by the explosion were killed, and showed burns, so probably they died immediately and there was no opportunity of saving them after the explosion.

The following were the chief features noticed in the course of the investigation:

- (1) That the explosion died away upon the wet ground;
- (2) That the workings were irregularly laid out;
- (3) That the haulage roads were too wide, as well as irregular to be kept clean;
- (4) That the aircourses were much too wide in view of the heavy falls that could not be cleaned up;
- (5) That while the roof had the reputation of being bad, it was apparently in the wide rooms and wide entries that this was most manifest, the narrow work standing very well;
- (6) That while the conception is excellent of having two sets of main headings separated by a wide pillar, that the advantage of this intended isolation was entirely lost by having two cross connections cut through this pillar; if these cross connections had not been driven it is more than probable that the 40 or more men who were working on the right side of the mine would not have lost their lives.
- (7) The ventilating currents of the mine were not sufficiently split to keep the gas below the danger point. For example, in the 3 left butt entries as well as the main headings there was a continuous current although the heads of each of the entries made more or less gas.
- (8) Rooms were turned in advance of the last open crosscut the ventilating currents being conducted to the heads of the entries and rooms by brattices; while turning the rooms in advance of the last crosscut is not forbidden by the West Virginia laws such practice is forbidden in many other states; and in any case it cannot be considered a safe practice. A small fall may entirely destroy the effect of bratticing and cause a dangerous accumulation of gas, such as has been the case since the explosion while the investigation has been going on.

- (10) The stoppings for ventilation appear to have been mainly loose dirt or rock walls, easily displaced by an explosion and also offering opportunity for leakage of the air under normal conditions.
- (11) Undercutting was done by electric breast machines. The power was obtained from the trolley wire by hooking a No. 6 or No. 8 bare wire cable to same and carrying it into the face of the entry. These power cables were strung along the props, apparently, insulators seldom being employed; in some cases we found the bare wire nailed to the prop. No switches were employed so that when the current was on at all it was on throughout the mine, hence if a gaseous condition existed in any of the entries and with a short circuit, which was entirely likely to occur, it might ignite the gas. The practice is therefore reprehensible in not having properly insulated power cable, and in not having switches which would cut out the power cables or the trolley wires when the lines were not in use.
- (12) While large amounts of inflammable gas (methane) were not given off during the time of the inspection, there was sufficient ~~to~~ ^{to make} the heads of the left butt entries and the main entries, as well as the 5th and 6th right butt entries all ~~made~~ ⁱⁿ a strong capsin a safety lamp, and in a number of cases prevented entering the heads of the entries mentioned or the last rooms off same with a safety lamp on account of its filling with flame, requiring the use of an electric lamp.
- We were advised by the State inspectors that this mine made more gas when working actively due to breaking up the coal. In view of such conditions it would seem to be far safer if safety lamps were employed throughout the mine. Open lamps, up to the time of the explosion were used. Safety lamps would not only protect against ignition but enable the miners and officials to observe if there was any outburst so that power lines could be cut off. Bare power lines constitute a menace in mines that make gas.
- [13] COAL DUST: There were large quantities of coal dust throughout the mine; and except near the main bottom the dust was very finely divided and dry, and easily stirred up into the air. The dust was ~~dry~~ from two sources:
- (a) From the "bug dust" or machine dust;
 - (b) From the coal ground up along the haulage roads.
- There were large quantities of coal dust in the inner workings, indicating that the machine dust was not well shoveled up before shooting, or even after shooting. Machine dust cutting should be shoveled up before shooting to prevent danger from its presence in case of a blown out shot, and also to prevent scattering it throughout the gob where it cannot be satisfactorily cleaned up.

- (14) **WETTING THE COAL DUST:** No methods of humidifying were employed and the only method of wetting the coal dust was along the main haulage entries by means of water carts. This is entirely inadequate to take care of the coal dust. In view of the fact that there is a large flow of water into the shaft and which now has to be pumped out, it would appear a fitting thing to lay a pipe line system throughout the mine and employ this water under its natural pressure from the water ring for systematically wetting the roads and working places. In lieu of this a steam humidifying plant should be installed. This is not so well adapted where the hoisting shaft is the intake on account of the steam fogging the air. It is not advisable to reverse the ventilation in this mine since the returns are said, by analysis, to carry at times as much as 4/10 of 1 per cent of methane, and which might be exceeded at a time of low barometer, or if a heavy fall was encountered. I understand it has been proposed that the ventilation be reversed, but for the foregoing reasons I advise that it should not be done.
- (16) **EXPLOSIVES:**
 The explosives used in both coal and for brushing was "Colliers" a permissible explosive. In the coal it was supposed to be fired only by a shotfirer with electric detonators and a battery; in brushing a fuse was used. There does not seem to be any adequate reason why fuse should be used in brushing. It would appear that the miners must sometimes use fuse as some fuse was found in their clothes. The shotfirer was said to be provided with approved shotfiring batteries, but in one box on the first left butt entry two dry cell batteries were found which did not have any protective means to prevent premature fires. Apparently there was some carelessness on the part of miners in handling detonators as loose detonators were found in places where they were exposed to falls of roof. Another bad practice was found where they employed coal cuttings for tamping. It would appear also in some cases from the shots that were apparently prepared ready for shooting that there was an inadequate amount of tamping. Close attention was paid to see if there was any possibility of explosives having originated the explosion but no conclusive proof was found.
- (17) The escape arrangements at the air or escape shaft are not adequate for handling men at times of necessity; there should either be a good stairway, or else a good hoist with a cage or cages.
- (18) There was no relief door for the fan. Under the circumstances it was fortunate that the fan was not wrecked.

CONCLUSIONS : It would appear that the ignition of fire damp by an open lamp or electric short circuit was the primary cause. That the gas may have accumulated in a pot hole or through breaking down of a brattice.

That the primary explosion which may have been a very small one was continued by coal dust throughout the mine; the dust being more sensitive in the presence of a small quantity of methane such as probably existed there through the areas traversed by the explosion.

Very respectfully,



Chief Mining Engineer.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been asserted to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of \$1.00 is paid thereon, nor in any case beyond the sum of Fifty Dollars, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission. This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT No. 249 5th Ave., near Wood St., Pittsburgh, Pa. ALWAYS OPEN

192 ccd 28 collect

DUPLICATE OF TELEPHONED-TELEGRAM

Norton Va. Mar 26, 12.

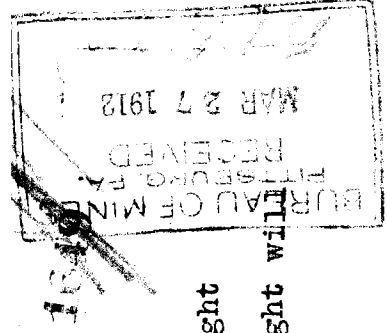
Engineer in Charge

Bureau of Mines,
Pittsburgh, Pa.

Your telegram rec'd five men from our operations and eight from StoneGap Colliery Co leaving here tonight by freight will arrive Welch in morning early via Graham

THIS TELEGRAM HAS BEEN
PREVIOUSLY TELEPHONED TO YOU

(840 P) Norton Coal Co.



Western Union

H. M. Wilson

Engineer in Charge,

March 26, 1912.

Stone Gap Colliery Company, Glen Morgan, Va.

Please authorize following join Bureau Mines
Rescue Car, our expense, salaries and travel, attached
Norfolk and Western train four leaving Kenova midnight
for disaster near Welch, eighty men entombed, namely:

J. C. Sturgill; Walker Cox; T. D. Fannon; Geo. W.
Canwood; L. R. Kelgore; Stokes Bradley; A. T. Blevins;
P. H. Sturgill; Chas. R. Haines; H. P. Collier; Judge
perry. Wire how many go.

Engineer in Charge,
Bureau Mines.

Western Union Telegraph

H. M. Wilson

Engineer in Charge,

March 26, 1912.

Norton Coal Company, Norton, Va.

Please authorize following join Bureau Mines
Rescue Car, our expense, salaries and travel, attached
Norfolk and Western train four leaving Kenova midnight
for disaster near Welch, eighty men entombed, namely:

W. T. Hopkins; R. Barrowman; R. B. Bolton; S. E.
Money; Flem Denham; T. P. Justice; John Pruitt; J.
W. Cameron; J. W. Norton. Wire how ^{many} ~~xxx~~ go.

Engineer in Charge,

Bureau Mines.

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA.**CABLE SERVICE TO ALL THE WORLD.**

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at **3152 PENN AVE PITTSBURG**

28G. WR. 15 DH DH

Roanoke, Va., Mar26th-1912.

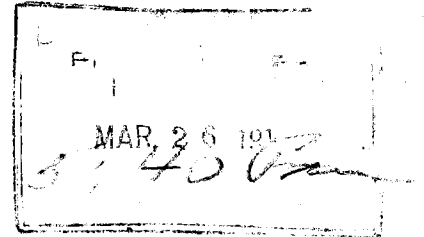
Engineer in Charge; Bureau Mines,

Pittsburgh, Pa.

Message received Car seven now enroute Jed mines will move car six there from Columbus.

N. D. Maher.

5:10PM.



Form 1

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA.**CABLE SERVICE TO ALL THE WORLD**

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case beyond the sum of **Fifty Dollars**, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

NUMBER	SENT BY	REC'D BY	CHECK
13	M	SS	73. gork.

RECEIVED AT

535 P.

Mar 26 1912

DATED

Washington DC. 26.

TO

H. M. Wilson

630. Grove St - Sewickly Pa

Rice and Paul leave at five o'clock for
mine disaster Jed west Va.

Manning

THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA.

CABLE SERVICE TO ALL THE WORLD

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case beyond the sum of Fifty Dollars, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission. This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT No. 249 5th Ave., near Wood St., Pittsburgh, Pa. ALWAYS OPEN

1230cd 13 ¹⁷⁴⁸ DUPLICATE OF TELEPHONED TELEGRAM

THIS TELEGRAM
PREVIOUSLY TELEPHONED

Glamorgan Va Mar 26, 12.

Engineer in charge Bureau of mines
Pittsburgh, Pa.

Six or eight men from here will reach Welch two oclock wednesday
afternoon.

623P Stanega Colliery Co

Time

By

To be

Form 168

THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA.

CABLE SERVICE TO ALL THE WORLD

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case beyond the sum of Fifty Dollars, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission. This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT No. 249 5th Ave., near Wood St., Pittsburgh, Pa. ALWAYS OPEN

172 ccd ⁹ ~~5~~ RUSH ^{extra} DUPLICATE OF TELEPHONED TELEGRAM

Welch WVa. Mar 26, 12.

Bureau of Mines,
Pittsburgh. Phoned to matchman

Time

8 P

Rush help at once answer.

By

To be

Burke

748P

1078 fisk

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at

3152 PENN AVE PITTSBURG



27G. WR. 18 GR

Welch, WVA., Mar26th-12.

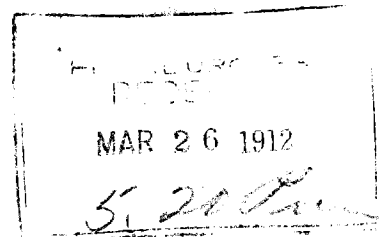
Bureau of Mines;

Pittsburgh, Pa.

entered
93 men/in mine 11 came out after explosion.

Burke.

449PM.

**THE WESTERN UNION TELEGRAPH COMPANY.**

INCORPORATED

24,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at

3152 PENN AVE PITTSBURG

16G. WR. 20 GOVT:

Graham, Va., Mar26th-12.

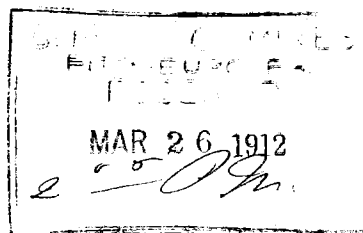
Bureau Mines;

Pittsburgh, Pa.

Mine explosion at Jed WVA near Welch reported eighty entombed car going
Washington notified.

Burke.

1:21 PM.



THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA.**CA' E SERVICE TO ALL THE WORLD.**

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at 3152 PENN AVE. PITTSBURGH

12G. WR. 14 GOVT:

WS: Knoxville, Tenn., Mar26th-1912.

Paul; Bureau Mines;

Pittsburgh, Pa.

Reported explosion at Welsh WVA wire instructions.

Sutton.

1211 PM.

Western Union

H. M. Wilson

Engineer in Charge,

March 26, 1912

Vice President Maher, Norfolk & Western,
Roanoke, Virginia.

Your authorization November fifteenth, nineteen
ten, Bureau Mines car seven enroute St. Paul, Virginia,
to disaster Jed Mine between Welch and Gary. Please
handle. Carries annual pass A-eleven ninetyseven. In
addition Bureau Mines car six will arrive Columbus Ohio
seven fifteen Pennsylvania Lines Please ~~at~~ order
at
Columbus Superintendent attach train four/eight forty-
five and haul to Welch and Jed Please acknowledge.

ENGINEER IN CHARGE,

BUREAU MINES.

Postal Telegraph

H. M. Wilson

Engineer in Charge,

March 26, 1912.

Bureau Mines, Washington, D. C.

Car six leaves Irwin twelve-forty, Pittsburgh one-thirty, today. Arrive Jed eight tomorrow morning, carrying Deike, Raudenbush, Roberts, Davis, and extra Westphalia Draeger and Fleuss supplies and apparatus. Will wire ten trained men to join party in addition to ten you will have Burke collect.

Wilson.

Western Union Telegraph

H. M. Wilson

Engineer in Charge.

Pittsburgh, Pa., March 26, 1912.

Sutton, Bureau Mines, Knoxville, Tenn.

Do not go to Welch cars six and seven due there tonight.

Wilson.

Postal Telegraph

H. M. Wilson

Engineer in Charge.

March 26, 1912.

Paul, Bureau Mines, Washington, D. C.

Burrell suggests collect samples afterdamp Jed mine at every opportunity to obtain complete series. Please communicate Rice or Burke.

Wilson.

Pittsburgh, Pa., March 26, 1912.

Associated Press Report on Jed, W. Va.,
Mine Disaster.

Welch, W. Va., 1:30 P.M.: - An explosion in the mine of the Jed Coal & Coke Company at Jed, six miles south of here today imprisoned 79 men of whom, up to noon, 10 had been taken out alive and one dead. Rescue parties are making frantic efforts to reach the other miners, and there are high hopes that, with a few exceptions, the remaining 68 may be recovered alive. The cause of the explosion is not yet known. The state mine inspector is already on the scene.

Received from the

Associated Press at 3:30 P M March 26, 1912.

The bodies of four miners have been taken from the Jed coal company mine up to 3 o'clock this afternoon, and ten men have been rescued alive. It was reported at this hour that there were 93 men in the mine at the time of the explosion. Government rescue men arrived here late today. Believed that few of the remaining men in the mine are now live.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA.

CABLE SERVICE TO ALL THE WORLD

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case beyond the sum of Fifty Dollars, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission. This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

NUMBER	SENT BY	REC'D BY	CHECK
22.	M	As	23. Govt.

RECEIVED AT 620 P. Mar 27 1912
 DATED Washington DC. 27. 6:25 P.
 To H. M. Wilson
620. Grove St. Scrivener Pa

Send first aid and helmet man Washington
tonight for demonstration tomorrow night.
Holmes.

Form No. 168.

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA.

CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at 3152

27G WR

24 GOVT

Welch, WVA., March 28th-1912.

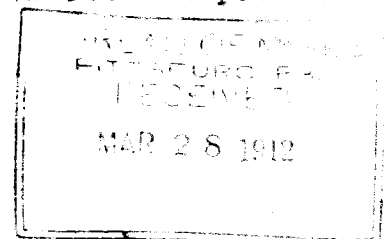
Bureau Mines;

Pittsburgh, Pa.

45 bodies discovered 38 missing many heavy falls of roof no probability
 any living. Washington notified.

Rice.

232PM.



THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

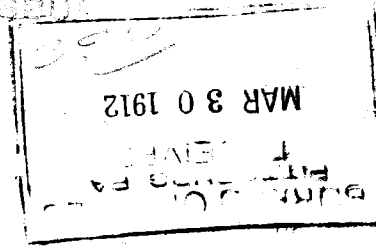
RECEIVED at 3152 PENN AVE. PITTSBURGH

22G. WR. 35 GOVT.

Welch WVA., Mar30th-12.

of
Bureau/Mines,

Pittsburgh, Pa.



Mine explored 69 bodies out 11 missing probably under fall we will not finish examination till Tuesday and return via Washington notify our people have wired Washington.

Rice.

232PM.

Form No. 168.

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at 3152 PENN AVE PITTSBURGH

18G. WR. 14 GOVT:

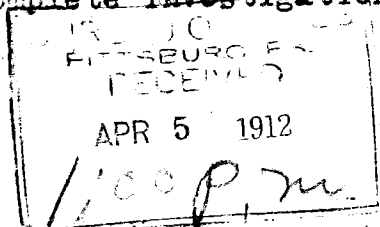
Welch, WVA., April 5th-1912.

Bureau of Mines;

Pittsburgh, Pa.

Expect to complete investigation Saturday arrive Pittsburgh Sunday.

1209PM.



Paul.

Mr. Rice 4/5/12 Telephoned to Mrs. Paul Ohio.

Noted MK

C O P Y
T E L E G R A M.

Welch, W. Va. April 2. 1912

Bureau of Mines,

Pittsburgh,

All but 5 bodies recovered. I leave tonight for Washington. Reach
Pittsburgh Friday morning. Paul and others remain for few days.

Rice.

10:35 a.m.

To Manager of Telegraph Co.:

This message should be sent "**Paid Gov't**" Rate and forwarded with your monthly report as voucher for your credit.

6-15

OFFICIAL TELEGRAM

Charge: _____

DEPARTMENT OF THE INTERIOR
BUREAU OF MINES

The ~~POSTAL~~ U. S. Company

WILL SEND THE FOLLOWING MESSAGE SUBJECT TO THE RATES FIXED BY THE POSTMASTER-GENERAL

Geo. S. Rice,

[Sender's name in full.]

Chief Mining Engr

[Title.]

Time filed.

Receiver's No.

words, **PAID**. Government Rates, at _____ rate.
(Day or night.)

April 4, 1912, 191

To Government Safety Car.

6-2305

Welch, W. Va.

Take full face section sample # in one of butt entries off second
main. When will Paul and Deike reach Pittsburgh.

Rice.

March 28, 1912.

Horton Coal Company.

Horton, Va.

Dear Sirs:

I have just been informed by the Pittsburgh office of the bureau, of the promptness with which you responded to their appeal for help at the Jed mine disaster.

Please accept my thanks for the assistance you rendered. It is largely by such cooperation that the bureau is able to successfully carry on its work.

Yours very sincerely,

Director.

March 28, 1912.

Stonega Colliery Company,

Glamorgan, Va.

Dear Sirs:

I have just been informed by the Pittsburgh office of the bureau, of the promptness with which you responded to their appeal for help at the Jed mine disaster.

Please accept my thanks for the assistance you rendered. It is largely by such cooperation that the bureau is able to successfully carry on its work.

Yours very sincerely,

Director.

COPY.

JED COAL and COKE COMPANY.

Welch, W. Va. April 9, 1912.

Mr. James Paul,
United States Bureau of Mines,
Pittsburgh, Pa.

My Dear Sir:

Permit me to heartily thank you and your corps of efficient and conscientious inspectors for the very great aid and assistance rendered by you and your inspectors following the disaster in the mines of the Jed Coal and Coke Company, March 26th.

The prompt and efficient work done by you and your inspectors aided greatly in the recovering of the bodies of those killed and in making conditions in the mine such that the work of recovering the bodies could go on speedily and safely and work in the mine for restoring normal conditions could progress and I especially appreciate and thank you and your men for your sympathy to me and your sympathetic co-operation with me following the disaster.

Again thanking you for your kind and most material aid and assistance, I am,

Very respectfully yours,

(Signed) Wm. Leckie

(Gen. Mgr.)

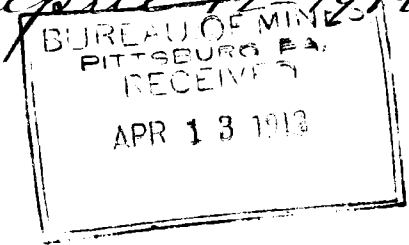
DEPARTMENT OF THE INTERIOR
BUREAU OF MINES

IN ANSWERING REFER TO

No.

Huntington W. Va.

April 12 1912.



Mr. J. H. Paul.

*Mining Engineer
Pittsburg Penn.*

Dear Sir:

*Attached you will find
a list of the names of the men
from Virginia who took part in
the Rescue work at Jed. W. Va.*

*Yours Very Resp.
William Burke*

Glanmargau, Va.

George Garwood.

P. H. Sturgill, *W. A. Lee*

B. F. Pleasant

J. C. Sturgill

W. E. Cox

Charley K. Haynes.

Stakes Bradley.

Judge Perry.

Norton Va *(Norton and Co)*

H. P. Callier

Flem Denham

John Norton

J. W. Cannon *(Cannon)*

Jae Whittaker.

April 13, 1912.

Mr. William Leckie, General Manager,
Jed Coal & Coke Company,
Welch, W. Va.

My dear Mr. Leckie:

Please permit me to acknowledge the receipt of your
very kind letter of April 9.

I have forwarded your letter to Dr. J. A. Holmes,
Director of the Bureau of Mines, Washington, D. C., for his
information.

Yours very truly,


Mining Engineer.

April 13, 1912.

Director:

Herewith find letter received from William Leckie,
General Manager, Jed Coal & Coke Company, Welch, W. Va., in
which he acknowledges the work done by the employees of the
Bureau of Mines at the recent Jed mine disaster.

Yours very truly,



Mining Engineer.

1 Encl.

April 10, 1912.

Messrs. Wilson
Rice
Paul

Regarding two samples of blood submitted to this laboratory by Mr. J. W. Paul and taken from men killed at the Jed mine where an explosion recently occurred:

Sample 1, Mike J. Patt, 4th butt right, No. 12 room
" 2, Tony Harendol, "

These two samples were submitted to the colorimetric test for carbon monoxide and showed unmistakable evidence of the men having breathed an atmosphere containing carbon monoxide. The blood samples, upon comparison with a sample of normal blood saturated with carbon monoxide, showed but slight difference in color. At a rough estimation the blood was probably 85 per cent saturated with carbon monoxide.

Very truly yours,


Assistant Chemist.

April 15, 1912.

Stonegap Collieries Company,

Glamorgan, Virginia.

Dear Sirs:

Please submit to this office a detailed statement showing the amounts due each of the eight men sent by your company to Jed, W. Va., in connection with the mine disaster at that place. This statement to include both salary and expenses.

Settlement of this account will be made as soon as this necessary information is received.

Yours very truly,

A. M. W.
Engineer in Charge.

April 15, 1912.

Mr. A. G. Edwards, Secretary,
Jed Coal and Coke Company,
916 White Hall Building,
New York City.

Dear Sir:-

Referring to the recent explosion at your Jed mine, it is the custom of the Bureau to submit a confidential statement to the operator of the mine after investigation has been made of such a disaster, pointing out the probable cause or causes, and other dangerous practices disclosed by the investigation, with a view to their future correction or prevention. I therefore submit herewith such a preliminary report from the Chief Mining Engineer, who, together with Mr. J. W. Paul and Mr. Deike, made a thorough investigation of the mine.

The report is being submitted in duplicate, as you may desire to submit a copy of same to the local management.

Very respectfully,

Director.

*For files of
Engineer - in Charge
(3 copies sent late yesterday to Director
per verbal understanding with him)*
GLR

5720

April 16, 1912.

Mr. Webb J. Willits, Vice President,
Norton Coal Company,
Norton, Virginia.

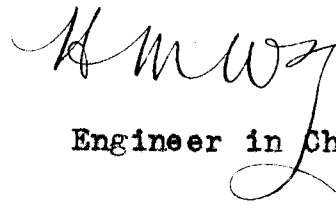
Dear Sir:-

Referring to your letter of March 27, advising that Messrs. Norton, Whittaker, Denham, Collier and Camerson of your company, had been sent to the scene of the Mine disaster at Jed, West Virginia:

It is understood that these men were retained on your payroll during the time spent at Jed, and that remittances to cover amounts due for their services should therefore be made to the company. As the Government can only make payment to the men who rendered the service, it will be necessary to formally employ each of these men and have checks made out in their favor.

Kindly submit to this office a statement of the amount due each for salary and expenses during the period of their employment at Jed. Remittances to cover will be sent direct to your office in order that the proper endorsements on the checks may be secured and the funds thus transferred to the Norton Coal Company.

Yours very truly,



Engineer in Charge.

JED COAL AND COKE COMPANY

MINERS AND SHIPPERS OF

POCAHONTAS COAL AND COKE

W. A. LATHROP, PRESIDENT
487 CHESTNUT STREET, PHILADELPHIA

A. G. EDWARDS, SEC. AND TREAS.
NO. 17, BATTERY PLACE, NEW YORK.

New York, April 16, 1912.

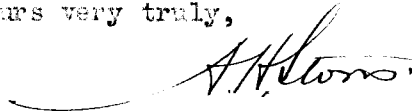
Mr. George S. Rice,
Bureau of Mines,
Pittsburg, Penna.

My dear Rice:-

Referring to your preliminary report on the Jed, at the bottom of the fourth page, clause 18, you state: "There was no relief door for the fan."

I found when at the mines this last time, that the rivets had been cut in one of the plates on the top of the fan drift so that it could be lifted by the force of an explosion, and understand it was so lifted at the time of the accident. It is not strange that you did not notice this, as no provision for hinges and operating device such as is usually placed on the fan was made in this case.

Yours very truly,



April 18, 1912.

10.87

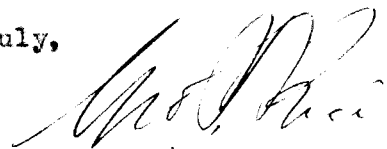
Observer,
United States Weather Bureau,
Bluefield, W. Va.

Dear Sir: -

It will be of great assistance in making up report as to the Jed mine explosion if you will be kind enough to furnish me with a record of the barometric changes which occurred about one week prior and one week subsequent to the explosion. It occurred at about 7:40 a.m. March 26. I would like to have the figures at about 1 hour intervals ^{less and} or as frequently as you may have them during the few hours prior to the time of the explosion, so that I can plat the curves.

If you desire that it should be taken up formally I will ask that request be submitted by the Director of the Bureau of Mines. I thought, however, that it might be handled directly and save time.

Yours very truly,



Chief Mining Engineer.

Statement of Emergency Employment of Miners at
Jed, W. Va., Mine Disaster.

Mar 26, 1912, Party from Norton Coal Company left Norton, Va., 8 p.m.
 27, " Party reported for duty at Jed, W. Va.

John Norton,	Left Jed at 2 p. m. March 28 for Norton,	
	3 days at \$2.50 per day, - - - -	\$ 7.50
Joe Whittaker	Left Jed at 2 p. m. March 28, 3 days @ 2.50-	7.50
Wlem Denham	Left Jed at 2 p. m. March 28, 3 days @ 2.50-	7.50
H. P. Collier	Left Jed at 2 p. m. March 28, 3 days @ 2.50-	7.50
J. W. Cameron	Left Jed at 6 p. m. March 27, 2 days @ 2.50-	5.00

Mar 27, 1912, Party from Stonegap Collieries Co., Glamorgan, Va.,
 arrived at Jed 8 a. m.

P. H. Sturgill	Left Jed at 2 p. m. March 28, 3 days @ 2.50-	7.50
George Garwood	" " " 2 p. m. " 28, 3 " @ 2.50-	7.50
B. F. Pleasant	" " " 2 p. m. " 28, 3 " @ 2.50-	7.50
J. C. Sturgill	" " " 2 p. m. " 28, 3 " @ 2.50-	7.50
W. E. Cox	" " " 2 p. m. " 28, 3 " @ 2.50-	7.50
Charles K. Haynes	" " " 2 p. m. " 28, 3 " @ 2.50-	7.50
Stokes Bradley	" " " 2 p. m. " 28, 3 " @ 2.50-	7.50
Judge Perry	" " " 2 p. m. " 28, 3 " @ 2.50-	7.50
		<u>\$95.00</u>

Subsistence of 13 men enroute Jed and return, 3 meals
 each, 39 meals at \$0.75 each, - - - - - \$29.25

Mileage:	Norton to Graham,	100 miles	
	Graham to Welch,	33 "	
	Welch to Jed,	3 "	
		<u>136</u>	
	At 3 cents per mi.	3	
		<u>\$4.08</u>	
	Round trip	2	
		<u>8.16</u>	
	Number of men	13	
		<u>2448</u>	
		816	
		<u>10608</u>	
	Total fares	106.08	135.33
	Total - - - - -		<u>\$230.33</u>

Account submitted by J. P. Cheyney, General Superintendent
 Stonegap Collieries Company, Glamorgan, Virginia.

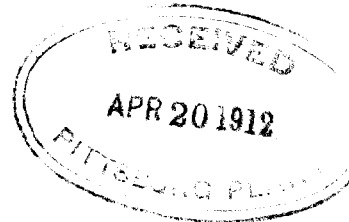
Railroad fare, Norton to Jed,	\$27.50	
Meals enroute	4.50	
Board and Lodging at Jed,	12.25	
Railroad fare, Welch to Bluefield	7.27	
Railroad fare, Bluefield to Norton,	<u>20.41</u>	
		<u>\$71.93</u>
		<u>\$302.26</u>

STONEGAP COLLIERY COMPANY,
GLAMORGAN, VIRGINIA

April 18th, 1912.

J. S. CHEYNEY,
GENERAL SUPERINTENDENT

Bureau of Mines,
Experiment Station,
Pittsburg, Pa.



Gentlemen:-

Replying to yours of the 15th, I beg to advise that our Mine Foreman turned in to Mr. Burke, Engineer in charge of car No. 7, at Jed, W. Va., the time of himself and the seven men with him from our plant. He did not keep a record and I cannot give it from this point. If you will kindly give me Mr. Burke's address, or ask him to send me copy of the statement, I will be glad to forward the information desired.

Yours very truly,

Stonegap Colliery Company,

By J. S. Cheyney,
General Superintendent.

April 20, 1912.

Mr. J. S. Cheyney, General Supt.,
Stonegap Colliery Company,
Glamorgan, Virginia.

Dear Sir:

In reply to your letter of April 18th concerning the matter of reimbursement for services rendered by men from your company in connection with the mine disaster at Jed. W. Va.:

I have secured from Mr. Burke, who is in Pittsburgh today, a statement of the dates on which these men were employed. I am obliged to trouble you further, however, for information as to the amount of salary drawn by these men, inasmuch as it is understood that they were retained on the payrolls of the company; also for a statement of the expenses incurred by each man for travel and subsistence in connection with the trip to Jed and return.

Yours very truly,


Engineer in Charge.

W J

**NORFOLK & WESTERN RAILWAY COMPANY**

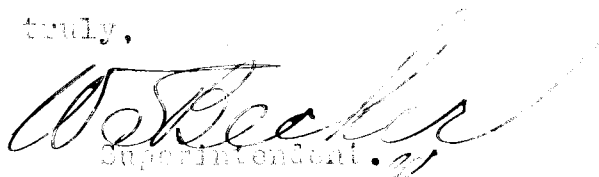
Bluefield, W. Va., April 20, 1912.

Mr. Geo. C. Rice,
Chief Mining Engineer,
Pittsburg, Penna.

Dear Sir:

I have your letter of the 18th and wish I could assist you in this matter, but we have no barometer, simply a government thermometer at this place. I expect Blacksburg, Va., would be the nearest place you could get a register. I might state, however, that Mr. Tm. McCarthy, Supt., Bluefield Water Works & Improvement Company, at this place has a barometer but it is not working, but he can give you his observations of the barometric changes that occurred on that date, if you will address a letter to him. I happened to be in conversation some days ago with him at which time I learned he had observed the changes on the date of the explosion.

Yours truly,


Superintendent.

**NORFOLK & WESTERN RAILWAY COMPANY**


Bluefield, W. Va., April 20, 1912.t

Mr. Geo. C. Rice,
Chief Mining Engineer,
Pittsburg, Penna.

Dear Sir:

I have your letter of the 18th and wish I could assist you in this matter, but we have no barometer, simply a government thermometer at this place. I expect Blacksburg, Va., would be the nearest place you could get a register. I might state, however, that Mr. Wm. McCarthy, Supt., Bluefield Tater Works & Improvement Company, at this place has a barometer but it is not working, but he can give you his observations of the barometric changes that occurred on that date, if you will address a letter to him. I happened to be in conversation some days ago with him at which time I learned he had observed the changes on the date of the explosion.

Yours truly,


Superintendent.

April 22, 1912.

Mr. William McCarthy, Supt.,
Bluefield Water Works & Improvement Co.,
Bluefield, W. Va.

Dear Sir:-

I have been endeavoring to get a record of the barometric changes which occurred about the time of the Jed explosion. Mr. W. S. Becker advises me that you ~~have~~ made some records at that time. I would be very much pleased to know if you can give us some positive information covering a few days prior and a few days subsequent to the time of the explosion. Also what the nature of the records are that you have.

Yours very truly,



Chief Mining Engineer.

April 22, 1912.


JED EXPLOSION - Fan Relief Doors.

Director: -

Regarding letter from Mr. A. H. Storrs about relief door for the fan at Jed, I noticed on one of the side plates that some rivets had been cut. I did not look to see whether any of the plates on the top had been similarly loosened. However, even if this had been done I do not consider that there was sufficient provision to take care of a violent explosion if it reached the top of the air shaft. The fan conduit was placed on top of a platform extending over the shaft, but the arrangement was such that had a violent pressure reached the top of the shaft it would have blown away the conduit. The only satisfactory arrangement is to have the relief doors of the full area of the shaft, with no projections that may be carried away.

The conclusion is that the statement in my report would require some modification, but the fact remains that the arrangement at the top of the shaft was not such as to have saved the fan conduit if the force of the explosion had reached it instead of dying away on the wet ground.

Very respectfully,



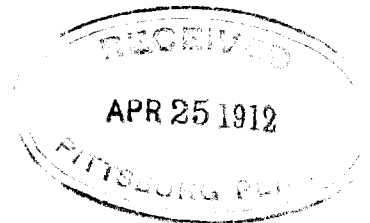
Chief Mining Engineer.

It was a very minor consideration in the long list of defects

STONEGAP COLLIERY COMPANY,
GLAMORGAN, VIRGINIA

April 25th, 1912.

J. S. CHEYNEY,
GENERAL SUPERINTENDENT



Bureau of Mines,
Experiment Station,
Pittsburg, Pa.

Gentlemen:-

I have yours of the 20th, by Mr. R. N. Wilson,
Engineer in Charge, and beg to advise that we did not carry
these men on the pay roll while they were absent. I do not
know the rates you pay, but if they are to be paid at the
rates they received here, it will be necessary to pay them
from Tuesday, 6:30 P. M., March 26th, to Friday, 4 P. M.,
March 29th, when they reached here, as we would have been
compelled to pay them full time under the circumstances.

Yours very truly,

Stonegap Colliery Company,

By J. S. Cheyney,
General Superintendent.

JSC/D

April 24, 1912.

Mr. Willis L. Moore,
Chief, United States Weather Bureau,
Washington, D. C.

Dear Sir: -

The Chief Mining Engineer of the Bureau of Mines is anxious to obtain barometric records showing the conditions at or near the Jed mine, which is located about 3 miles south of Welch, W. Va. immediately prior to the explosion, which occurred on March 27, at 7.25 a.m. in which 83 men lost their lives.

It was claimed locally that there had been a drop in the barometer of over one inch on the night preceding the explosion. We have been unable to obtain confirmation of this. Have you any recording instruments located sufficiently near this point that could be considered indicative of barometric conditions at Jed?

Yours very truly,

Director.

April 27, 1912.

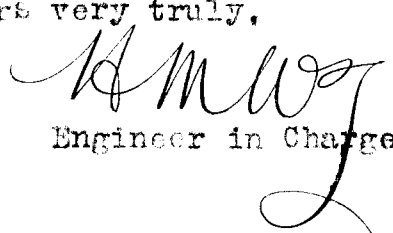
Mr. J. S. Cheyney, General Superintendent,
Stonegap Colliery Company,
Glanorgan, Va.

Dear Sir:

Herewith please find eight sets of employment agreements issued to cover the employment of the eight men from your company in connection with the mine disaster at Jed, West Virginia.

Kindly have these men sign each of the four copies bearing their name and return the same to this office in the enclosed franked envelope which requires no postage.

Yours very truly,


Engineer in Charge.

Inclosures.

May 3, 1912.

Mines & Minerals, on Jed Disaster.

Director:-

Referring to the May issue of Mines & Minerals just received the article on the Jed mine was evidently written by the Editor, Mr. E. B. Wilson from other descriptions and not from personal knowledge.

It has probably been brought to your attention that on page 580 he quotes a statement from the public press attributed to you, evidently a garbled quotation, (that is if it was issued by you at all). The matter is not related to the explosion. At the end of the article, (on page 583) there is a very mean statement with reference to the Federal Bureau of Mines. The charge is so direct that I question if it should not be answered by a brief, dignified letter. I particularly feel that the following statement is harmful:

"None of the crews as far as we are able to learn, have saved a
"single person"

Do you not think that a letter should be prepared, possibly over Mr. Paul's signature, which would state that the chief purpose of the bureau had been to encourage a systematic exploration after an explosion, the recovery of the living before time was lost in recovering bodies (which has been one of the chief contentions at Jed and elsewhere) When the bureau entered on the work there were only a few sets of breathing apparatus in use, whereas now there are about 1,000(?) That rescue and fire fighting corps have been established throughout the country; such rescue corps are called on many times at mine fires which is not rescue work; finally to give a list of the men who have been rescued by the bureau men, about which there could be no controversy.

I will, of course, take no action in the matter unless I receive some word from you.

I was very much interested in seeing that there was a very fairly worded article on the McCurtain explosion, written by Professor A.A. Steel, who I understand was with you at St. Louis.

Very respectfully,


Chief Mining Engineer.

To
Mr. Wilson
Mr. Paul

Bluefield Water Works and Improvement Company

BLUEFIELD, W. VA May 3, 1912.

Geo. S. Price, Esq.,
Chief Mining Engineer,
40 and Butler Streets,
Pittsburg, Pa.

Dear Sir:-

I have your esteemed favor of the 22nd. ult., and in reply beg to say that I have no barometric records and, in fact, do not keep any. I have a mercury column in my office which is usually observed daily by me. In this connection, however, I might say that on Saturday evening preceeding the Jed explosion I noted that my mercury column stood at 26.1 inches, a drop of 1.1 inches below normal, the greatest amount of drop that I have noted in three or four years. I considered it very significant as almost immediately preceeding the two explosions at the Lick Branch Collery of the Pocahontas Consolidated Company I noted a drop in the mercury of about 1 inch.

I think possibly that Mr. Becker's reference to this matter grew out of my conversation with him along the above lines. That is the only information that I am able to give at this time not having a recording barometer in use.

Regretting that I have not had such an instrument and that I am unable to give you data along the lines you

Geo. S. Price,
page 2nd.

suggest but hoping that this memorandum may serve you, I beg
to be,

Very respectfully yours,

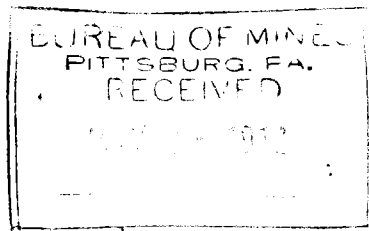
WMcC/W

STONEGAP COLLIERY COMPANY,
GLAMORGAN, VIRGINIA

May 7th, 1912.

J. S. CHEYNEY,
GENERAL SUPERINTENDENT

Mr. H. M. Wilson, Engineer in Charge,
Bureau of Mines,
Pittsburg, Pa.



Dear Sir:-

Complying with yours of April 27th, I hand you here-
with employment sheets signed by the men who went from here to
Jed, W. Va., at the call of your Bureau.

They left here March 26th at 6;30 P. M. and reached
here March 29th at 4;30 P. M. Under such circumstances we
would pay them for the entire time they were away from the plant,
and I believe it will be wise for your Bureau to do the same
thing, so as to have men who are satisfied to go if another call
should come.

Yours very truly,

Stonegap Colliery Company,

By

J. S. Cheyney
General Superintendent.

JSC/D

May 10, 1912.

Mr. Willis L. Moore,
Chief of U. S. Weather Bureau,
Washington, D. C.

Dear Sir:-

Mr. Williams letter of April 27 received in reference to barograph records from Elkins, and Parkersburg, W. Va. Lexington, Ky. and Wyethville, Va. for the 24 hours preceding March 27, 1912, at 7.25 a.m. It is now noticed that there was a typographic error in the first letter sent you, dated April 24. The explosion occurred at 7.25 a.m. March 26.

Since writing you previously there has been a letter received from Mr. Wm. McCarthy, Superintendent Bluefield Water Works and Improvement Company, dated Bluefield, W. Va. May 3. He states:-

"I have no barometric records, and in fact, do not keep any. I have a mercury column in my office which is usually observed daily by me. In this connection, however, I might say that on Saturday evening preceding the Jed explosion I noted that my mercury column stood at 26.1 inches, a drop of 1.1 inches below normal, the greatest amount of drop that I have noted in three or four years. I considered it very significant as almost immediately preceding the two explosions at the Hick Branch Colliery of the Pocohontas Consolidated Company I noted a drop in the mercury of about 1 inch."

One of our mining engineers was informed that on that evening there was a high wind in the vicinity of Bluefield and Welch which blew down telegraph and telephone wires, and that there was a snow storm at Bluefield. This would have been 60 hours previous to the explosion.

In view of the error in date of the previous letter I will be pleased to have you inquire if there appears to have been any atmospheric disturbance such as indicated at Bluefield on Saturday evening, March 23, or between that time and Tuesday morning, March 26.

In view of the importance of the Pocohontas coal field, and the fact that many of the mines are gaseous, I suggest that it might be a wise plan for the Weather Bureau to furnish someone like Mr. McCarthy with a barograph on condition that he would keep in touch with the records, and report unfavorable conditions to the operators in the vicinity through the daily press or through the agency of the telephone or telegraph company. I have no doubt but that such an arrangement would be heartily approved, and accorded support by the mine operators in the Pocohontas field.

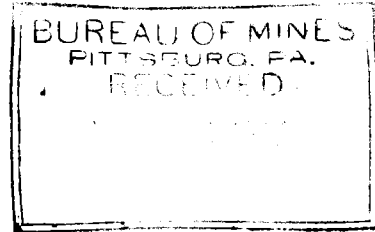
Very sincerely,

Director.

STONEGAP COLLIERY COMPANY,
GLAMORGAN, VIRGINIA

May 11th, 1912.

J. S. CHEYNEY,
GENERAL SUPERINTENDENT



Mr. H. M. Wilson, Engineer in Charge,

Bureau of Mines,

Pittsburg, Pa.

Dear Sir:-

In writing you on the 7th, I neglected to send you our expense account in connection with the eight men who went from here to Jed after the accident at that place.

The Stonegap Colliery Company advanced this money, and I will thank you to draw the check to our order.

Yours very truly,

Stonegap Colliery Company,

By J. S. Cheyney,
General Superintendent.

JSC/D

MR. PAUL

STONEGAP CO. LIME COMPANY,
GLAMORGAN, VIRGINIA

J. S. CHEYNEY,
GENERAL SUPERINTENDENT

Statement of expenses of the eight men who went from
Glamorgan to Jed, W. Va., after the accident at the latter
place.

Railroad fare Norton to Jed	\$27.50
Meals enroute	4.50
Board and Lodging at Jed	12.25
Railroad fare Welch to Bluefield	7.27
" " Bluefield to Norton	<u>20.41</u>
	71.93

Correct

J. S. Cheyney
Gen. Supt.

May 18, 1912.

Mr. A. H. Storrs, Receiver,
Jed Coal & Coke Company,
Welch, West Virginia.

Dear Sir:

I am submitting to you for your careful consideration accounts presented to the Bureau of Mines for payment for services of certain employees of the Norton Coal Company, Norton, Virginia, and the Stonegap Collieries Company, Clamorgan, Virginia, who, because of their experience in the use of helmets at mine disasters, volunteered their services on March 26-28. As these men were not working for their companies on the dates involved, they were left off their payrolls and risked the loss of their pay by volunteering through humanitarian motives their services on the occasion of the disaster at your mine. These services were accepted by the engineers on the ground for this bureau and I therefore feel that the bureau is obligated to reimburse them if practicable.

You will note that there is no charge indicated for subsistence nor for a portion of the travel, for the reason that the transportation of these men was provided by the bureau or by the railroads, and they were subsisted on the mine safety cars of the bureau.

-2- Mr. A. H. Storrs, Receiver, 5/16/12.

I will be glad to know whether you feel that your company is in a position to make settlement of these accounts, in view of the service rendered and as a portion of the expense involved in connection with the recovery operations. If for any reason you find it impracticable to do so, please do not hesitate to so report in order that I may consider what funds may be available from the appropriation toward the maintenance of this bureau for the purpose of settling the same.

Knowing the tremendous loss and expense to which your company has been put by this disaster, I have hesitated before bringing this matter to your attention and only do so in the belief that you may desire to acknowledge in this way the service rendered by these men.

Very truly yours,

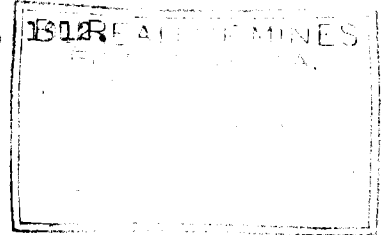
Director.

Inclosure.

C O P Y

JED COAL & COKE COMPANY, Jed, W. Va.,

May 20,



My dear Holmes:

Have your favor of the 18th inst., regarding bills for labor & railroad fares for the men that were brought to the Jed from other mines by your rescue cars.

This being a bill previous to the receivership, I cannot pay it as such. I will however treat it all as labor, putting it on the April roll and will send checks direct to the two companies.

We very greatly appreciate the work which these men did for the Jed and their readiness to volunteer for such dangerous work.

I think I have already expressed to you my personal appreciation of the work of your Bureau men at that time but if not desire now to do so.

The emergency was great and your Department and employees rose to it in a very fine manner. I sincerely trust that it may result in convincing some of the doubting Thomases of this region of the necessity of concerted action and the establishment of a number of stations and the systematic training thereof of men from all of the collieries in rescue work. If so, the lesson, while a dear one, will not have been in vain.

What success has the laska coal land bill had in Congress? I have been so steadily on the move and out of touch with the papers that I have not seen any reference to it. We are making good headway here with cleaning up the mine & hope soon to produce some coal again. Early next month hope to get a day in Wash, & trust I may have pleasure of seeing you.

(SIGNED) A. H. STORRS.

23550

May 24, 1912.

Chief,
U. S. Weather Bureau,
Washington, D. C.

Dear Sir: *

I am in receipt of your letter of May 15, enclosing copy of barograph records in the vicinity of Bluefield, W. Va. March 23 to 27, inclusive. These have been referred to the Chief Mining Engineer who says that it would not appear that the conditions were abnormal immediately preceding the Jed explosion.

I thank you very much for the information contained.

Very respectfully,

Director.

J.S.R.
x *W.H.*

U. S. DEPARTMENT OF AGRICULTURE WEATHER BUREAU.

Data, *Barometric Pressure, March, 1912*

Stations.	Eleva- tion (feet)	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Annual
		<i>23rd</i>		<i>24th</i>			<i>25th</i>			<i>26th</i>			<i>27th</i>	
		<i>8 p.m.</i>		<i>8 a.m. 8 p.m.</i>			<i>8 a.m. 8 p.m.</i>			<i>8 a.m. 8 p.m.</i>			<i>8 a.m.</i>	
<i>Elkins, W. Va.</i>	<i>1940</i>													
Station Pressure		27.93		27.58 27.53			27.85 27.99			28.00 27.91			28.02	
Sea-level "		30.05		29.64 29.59			29.97 30.13			30.14 30.00			30.11	
<i>Lexington, Ky.</i>	<i>989</i>													
Sta. Pres.		—		28.46 —			29.04 —			29.00 —			29.01	
Sea. "		—		29.54 —			30.14 —			30.11 —			30.11	
<i>Parkersburg, W. Va.</i>	<i>638</i>													
Sta. Pres.		29.30		28.98 29.05			29.40 29.43			29.42 29.33			29.48	
Sea. "		29.97		29.64 29.72			30.07 30.10			30.09 30.00			30.14	
<i>Wytheville, Va.</i>	<i>2293</i>													
Sta. Pres.		27.68		27.31 27.14			27.48 27.63			27.70 27.64			27.70	
Sea. "		30.13		29.69 29.46			29.89 30.08			30.16 30.07			30.11	
REMARKS.														

8 a.m. & 8 p. m. 75th meridian time used in all cases

July 9, 1912.

Mr. William Burke,
403-19th Street,
Ashland, Kentucky.

Dear Mr. Burke:

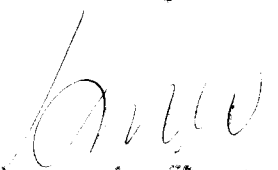
Enclosed herewith is a letter from Mr. J. W. Cameron, Norton, Va., who claims a balance due him of \$11.00 on account of services rendered at the Jed mine disaster.

Please advise in regard to the agreement referred to between yourself and Mr. Cameron wherein he was to receive \$8.00 per day and expenses.

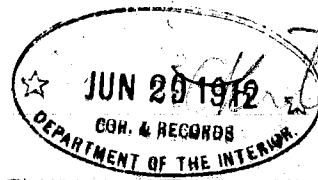
Kindly return the enclosed letter with your reply.

Very truly yours,

Enclosure


Engineer in Charge.

Box 361



Administrative

6/28/12

U. S. Bureau of Mines
Washington D. C.

Mr. Gahner

Sir

When I taken the training
with you all I was to receive
~~8.00~~ dollars per day for my
service when I was called
up I was called to (Jedd
ever V.C.) some time after
I received a check through
the Norton Coal & Coke Co
from the Jedd Coal & Coke
Co for 12 ³⁰ for two days
work & expenses leaves a
Balance of 11 ⁰⁰ I will be

24645

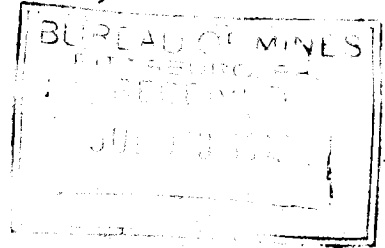
I wish you would give
this your attention, as I am
expecting it fast & Mr
Bunk told me.

Hope my to hear
from you at once in
regard to the matter I am
as ever yours Very truly

J. W. Cameron

Ashland Ky.,
July 9- 1912.

Mr. H. M. Wilson
Engineer in Charge
Bureau of Mines
Pittsburgh Penn.



Dear Sir:-

Your letter referring to Mr. Cannon received. I never told Mr. Cannon or any other man that I trained what he would be paid for Mine Rescue work.

You remember this bunch of men from Virginia came on a Telegram from you and for this reason I had no talk with them in regard to price thinking the price would be arranged by you.

However in giving my last talk to a bunch of men that had completed the course of training.

I would tell them that we might
need them at some mine explosion.
but taking the course of training did
not obligate them in the least to
come. but in case we ask for them
and they come and preferred not to
donate their services for the sake of
those in the mine. that they would
be paid by the Bureau of Mines.

Hoping this explanation is satisfactory
I beg to remain.

Yours very Resp.

William Burke
823-E-Carter ave.
Ashland Ky.

July 16, 1912.

Mr. J. W. Cameron,
Box 361,
Horton, Va.

Dear Sir:


In further reply to your letter of June 28, addressed to the Bureau of Mines, Washington, D. C., in which you claim a balance of \$11.00, due you on account of services rendered at the Jed, W. Va., mine disaster:

Your statement that you were to receive \$2.00 per day was referred to Mr. William Hinde who states that he made no mention of the rate that would be paid by the bureau for mine rescue work. However, the settlement made you was at the same rate as was tendered and accepted by the other men who rendered assistance at the Jed disaster.

I assure you that the Bureau thoroughly appreciates the service you rendered as along with all others who took part in rescue operations at the Jed mine. In view, however, of the fact that settlement was accepted at the lesser rate by all others concerned, I regret that it does not seem practicable to make any exception in your case.

Hoping that this explanation is satisfactory, I am,

Very truly yours,


Engineer in Charge.

July 16, 1912.

Mr. J. W. Cameron,
Box 361,
Norton, Va.

Dear Sir:

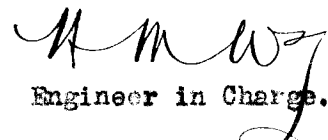
In further reply to your letter of June 28, addressed to the Bureau of Mines, Washington, D. C., in which you claim a balance of \$11.00, due you on account of services rendered at the Jed, W. Va., mine disaster:

Your statement that you were to receive \$8.00 per day was referred to Mr. William Burke who states that he made no mention of the rate that would be paid by the bureau for mine rescue work. However, the settlement made you was at the same rate as was tendered and accepted by the other men who rendered assistance at the Jed disaster.

I assure you that the bureau thoroughly appreciates the service you rendered as along with all others who took part in rescue operations at the Jed mine. In view, however, of the fact that settlement was accepted at the lesser rate by all others concerned, I regret that it does not seem practicable to make any exception in your case.

Hoping that this explanation is satisfactory, I am,

Very truly yours,


Engineer in Charge.

NORTON COAL COMPANY,
MINERS & SHIPPERS OF NORTON COAL & COKE,
NORTON, VA.

March 27, 1912.

Engineer in Charge,
Bureau of Mines,
Pittsburgh, Pa.

BUREAU OF MINES
PITTSBURGH, PA.
RECEIVED

MAR 29 1912

Gentlemen:

We received your message yesterday advising us of the mine disaster near Welch and asking us to send from here some men who had taken instructions in mine rescue work and we wired you last night stating that we were sending five from our operation and that eight were leaving at the same time from Stonegap Colliery Company. We wish to advise you that the M&W Railway waived their ruling in reference to passengers on freight trains and by authority from their Superintendent Mr. W. S. Becker we were able to get these men started last night at 8:00 o'clock and they also switched on a passenger coach so that the men could be more easily accommodated. They should make close connections at Graham and should arrive at the scene of the disaster early this morning. The men who went from here were as follows:

John Norton. E.P. Collier.
Joe Whittaker. J.W. Cameron.
Flem Denham.

Had it not been for the M&W Ry. these men could not have left until this morning and could not have gotten to Welch until shortly afternoon. We thought the action of the M&W Officials in allowing these men to travel on a freight was very praiseworthy and thought that your office should be advised of their action and believe that they should be given a vote of thanks by your department.

Yours very truly,
NORTON COAL COMPANY
Vice-Prest.

3/29 J.P. [Signature]

March 28, 1912.

Mr. W. D. Maher,
2nd Vice President and General Manager,
Norfolk & Western Railway Co.,
Roanoke, Va.

My Dear Mr. Maher:

The Pittsburgh office of the bureau has just informed me of your prompt assistance in the movements of safety cars Nos. 6 and 7, to the scene of the Jed mine disaster.

Please accept the thanks of the bureau for the assistance you have rendered, as well as my own, personal, deep appreciation of your prompt cooperation. It is in a large measure due to such assistance that the bureau is able to successfully carry on its work.

Yours very sincerely,

Director.

W.D. Maher

DEPARTMENT OF THE INTERIOR
BUREAU OF MINES
Pittsburgh, Pa.,
A B S T R A C T OF R E P O R T
Of
Explosion

At
Jed Coal and Coke Company's Mine,
Jed, West Virginia,
March 12th, 1912.

Report by G.S. Rice and J. W. Paul
Abstract by W.J. Fene.

Mine: Jed.

Operator: Jed Coal and Coke Company.

Location: Jed, McDowell County, West Virginia, on the Norfolk and Western Railroad.

Date of Disaster: March 26th, 1912, about 8:30 A.M.

Investigators: Geo. S. Rice and J. W. Paul.

* * * *

Number killed: Eighty Two. Eleven escaped uninjured.

Ignition due to: Probably to open light.

Propagation due to: Gas and coal dust.

Extent of propagation: Throughout No.1 and No.2 main headings and butt entries.

NATURAL CONDITIONS

Coal Bed: Pocahontas No. 3 seam averages about 63 inches in thickness. The roof consists of about 18 inches of draw slate, 2 inches of coal, above which is 6 inches of black slate; then a good sandstone roof. In the entries the entire $7\frac{1}{2}$ feet of coal and roof material is removed, but in the rooms the roof material is held in place by props.

An average analysis of the coal is as follows:

Moisture	- - - - -	1.01
Volatile Matter	- - - - -	18.81
Fixed Carbon	- - - - -	74.99
Ash	- - - - -	5.19
Sulphur	- - - - -	0.78

Moisture: The mine, in general, is quite dry, however, some parts of the mine are quite wet, due to seepage from Tag Fork River which flows over the property.

Gas: This is distinctly a gaseous mine, the gas being liberated from the coal.

Development and Mining: The mine is developed from a shaft 285 feet deep, and is worked by the panel system. Two main heading entries No.1 and No.2 are separate by a pillar 200 feet thick, dividing the mine into two panels. Each of the main heading entries are composed of four entries 20' x 7.5', the mainways and haulageways being intakes and the other two entries return airways. Cross entries are turned on the butt to the right from No.1 heading and to the left from No. 2 heading at intervals of 400 feet. From these butt entries rooms are turned and worked to the rise until they break through to the next pair of butt entries.

All coal is undercut by Jeffrey and Goodman mining machines.

Explosives: Permissible explosives are used throughout the mine. Holes are charged and tamped with clay by the miner under the direction of the shot firers. Three shot firers are employed who fire the shots with electric battery while the men are in the mine.

Haulage: By mules and electric locomotives.

Ventilation: Ventilation is induced by a 6' x 24' steel Gailbal fan which is equipped with a steel airway and suitable explosion door. The fan produces 125,000 cubic feet of air per minute with a water gauge of 1½ inches. The air current was split three times, one split going to the dip entries, one to the No.1 Main heading and the third to the No. 2 Main heading.

Lighting: Open lights are used by the miner.

Humidifying Methods: Considerable dust was found in the mine and in places was quite dry. Water cars were used to dampen the dust but the system was said to be ineffective.

Drainage: To take care of the water in the mine, two Jeanesville pumps have been installed, one having a capacity of 500 gallons per minute and the other 1000 gallons per minute. These are at the bottom of the upcast shaft, the smaller one being used as an auxiliary. In the mine there are two gathering pumps which deliver water to the shaft pumps. In the upcast shaft there is a water ring and a pump of 250 gallon capacity which supplies the town with water.

STORY OF THE EXPLOSION.

As a result of the explosion, 81 men lost their lives; 91 men were said to have been in the mine at the time of the explosion; 11 men escaped but one of them subsequently died from the effects.

The explosion is alleged to have originated in one of the left butt entries off the No.2 heading by an accumulation of gas being ignited by a miner's open light. From these left butt entries part of the explosion traveled toward the shaft but died out on damp ground, free from loose coal dust, on the diagonal road leading to the shaft bottoms; and thus the lives of the group of men at or near the bottom of the shaft were saved.

The other branch of the explosion went inward from the left butt entries on No. 2 heading and spread through the four parallel entries and then passed through a cut-off to the No.1 heading from where it spread to the 4th, 5th and 6th right butt entries.

Rescue and Recovery Work:

The indications on the surface of an explosion was a rush of air and smoke from the mine openings. Material for erecting temporary brattices was quickly assembled and in about one-half hour men with safety lamps began erecting temporary stoppings. They reached the door at the first main entry and found the door boy alive, but he died shortly after reaching the surface.

In the meantime, word of the disaster was sent to the U.S. Coal and Coke Company, the State mine inspectors, the U.S. Bureau of Mines and neighboring collieries.

The work of restoring ventilation was carried on in a systematic manner and by the following day the entire mine had been explored and many of the bodies recovered, but quite a number were located that could not be easily removed on account of roof falls.

LESSONS LEARNED.

(1) That the haulage roads were too wide, as well as irregular to be kept clean.

(2) That the aircourses were too wide in view of the heavy falls that could not be cleaned up.

(3) While it is excellent practice of having two sets of main headings separated by a wide pillar, the advantage of this intended isolation was entirely lost by having two cross connections cut through the pillar; if these cross connections had not been driven it is more than probable that the 40 or more men who were working on the right side of the mine would not have lost their lives.

(4) The ventilating currents of the mine were not sufficiently split to keep the gas below the danger point.

(5) Rooms were burned in advance of the last open cross cut, the ventilating being conducted to the face of the entries and rooms by brattices. This is very dangerous practice, especially

in gaseous mines.

(6) Most of the stoppings were made of loose dirt in stone walls, which are easily displaced by an explosion and also offer opportunity for leakage under normal conditions.

(7) Power for operating mining machines was obtained from the trolley wire by hooking a bare wire cable to same and carrying it into the face of the working place. No switches were employed, so that when the current was on at all it was on throughout the mine; hence, if a gaseous condition existed and with a short circuit, it might ignite the gas.

(8) It is recommended that the open lamps now being used by the miners be replaced with approved safety lamps.

(9) The machine cuttings should be removed before shooting to prevent danger from its presence in case of a blown out shot.

(10) An efficient sprinkling system should be installed.

(11) The escape arrangements at the air shaft are inadequate for handling men at times of necessity; there should either be a good hoist with a cage or a good stairway.

TWO CENTS PER COPY

83 MEN KILLED BY EXPLOSION

Terrible Disaster in a West Virginia Mine

NO CHANCE FOR LIVES

Victims Succumbed to the Deadly
Gases Before Rescuers Could
Reach Them and Only Eleven Men
Who Happened to Be at the Foot
of the Shaft Managed to Escape.

Welch, W. Va., March 26.—Eighty-two men were killed to-day by a gas explosion in the Jek Coal & Coke Co.'s mine at Jed, W. Va., a half dozen miles from here. Only eleven men escaped alive and one of those died within an hour after being brought to the surface.

To-night thirty-three bodies had been located and the rescuers hoped to have them out shortly. Exploring parties will have covered all of the mine by 3 o'clock Wednesday morning, and expect to have all the bodies out by noon.

When the explosion occurred probably only the eleven men working at the foot of the shaft had a chance for their lives. They readily made their way up the cages, which were not damaged. Though some of the blades of the fans were shattered, they continued to operate, with the fortunate result that enough air was present to admit searching parties immediately.

Less than half an hour after the news of the explosion had been communicated to this place relief measures were in order. Oxygen helmets and other appliances were rushed from the plant of the United States Coal & Coke Co., a United States Steel Corporation mine near by, a government mine rescue car en route to Huntington, W. Va., was turned back on telegraphic orders from Washington and another car was started from Pittsburg. The first car reached here shortly after noon. The experts immediately conceded that all in the mine were dead.

State mine inspectors promptly organized rescue parties and began the exploration of levels. As the gases were cleared out and they began searches of the lower levels they immediately began to come upon miners, killed almost instantly. Other mines nearby sent experienced foremen to lead hundreds of volunteer rescuers, who flocked to the scene as the news spread about the countryside.

The usual scenes of horror and grief which attend mine disasters were lacking here to-day. No families of the miners crowded about the mouth of the shaft. Women have kept within their homes overcome with grief and distraction.

The mine was inspected last Friday and pronounced safe. Preliminary investigations to-day have not divulged the cause of the explosion. Some local mine men are inclined to regard it as a physical phenomenon. Barometers in this vicinity have been showing unusually low readings for the last week without the usual atmospheric changes.

The families of the dead men find themselves in sore straits. Work has been very slack at the mine. Outside aid will be asked.

The State Department of Mines was notified to-night by the district mine inspectors, who are here, that no effort to ascertain the initial point of the explosion or the cause would be made before all of the bodies have been recovered.

The Jed mine is ordinarily worked by 125 men on the day shift. The fact that the mine has not been worked regularly accounted for ninety-three men only being in the mine at the time of the explosion, the other thirty-two not having put in an appearance for work this morning.

Chief State Mine Inspector Laing accompanied by District Inspectors Martin, Muir and Holiday are expected to arrive during the night from Charleston. Laing

STATE ENDS INQUIRY INTO JED DISASTER

Evidence Adduced Not Sufficient to Fix the Blame for Death Dealing Explosion.

ACCUMULATION OF GAS IN ROOM NO. 8 FOUND

Cause of Ignition Not Ascertained. Examination Conducted by Chief Laing, Who Placed Five District Inspectors on the Stand.

WORK OF SEARCHING MINE FOR BODIES CONTINUES

The state has completed its investigation into the cause of the Jed mine explosion. The evidence submitted to the coroner's jury was not sufficient to place the blame, but the cause is attributed to a gas explosion, which ignited the dust. The original explosion was found to have occurred in room No. 8, off No. 1 butt entry, on No. 2 main, as was predicted in the Daily Telegraph several days ago.

The examination was conducted by Chief John Laing, of the department of mines, who placed Inspectors Nicholson, Grady, Henry, Martin, Holliday and Muir on the stand and questioned them regarding their findings. Prosecuting Attorney R. R. Smith represented the state, while Strother, Anderson & Hughes appeared for the mining company, and Stokes & Sale for the Fidelity and Casualty Company.

Guido de Vincenzo, secretary of the legal bureau of the royal Italian embassy, with headquarters at Philadelphia, was present to represent his countrymen who were killed in the explosion. He had affidavits and witnesses, but it appears his witnesses

Bluefield, W. Va., Friday Morning, April 5, 1912.

The inquest, which was concluded about 11 o'clock on Wednesday night, commenced about 10 o'clock in the morning and stenographers took down the entire testimony. Chief Laing and inspectors left yesterday for their homes.

The Jed Coal and Coke Company is now clearing up the mine, under the direction of a special man sent to the mine by the state mine department. It is expected by the company that work can be resumed within a comparatively short time, but men who have been in the mine and examined the workings do not believe it will be possible to commence work for three or four weeks. The work of looking for bodies still continues, but progress is necessarily very slow because of the slate in the mine.

The verdict of the coroner's jury was as follows:

State of West Virginia,
McDowell county, to-wit:

An inquisition taken at Welch, in the county of McDowell, on the 3rd day of April, 1912, before Dr. J. H. McCulloch, coroner of said county, upon the view of body of Frank Hill, there lying dead, and others killed at the same time, same place and by same means, to-wit:

George Smith, James Haynes, Steve S. Szatmari, R. E. Pendington, Jacob Sowsolski, Samuel B. Jefferson, Steve Howat, Berta Selidia, Robert Gillespie, Adam Mimsick, Steve Motto, Giovanni Sovanni, Alec Solaski, Mario Guidolotti, Steve Sosnowski Guiseppe Caparali, Steve Yankevich, Annibale Giargi, Romeo Giargi, Andrew Zavoc-F. Hilton, Jno. Motto, Chas. Chandler, Wm. Chandler, Jas. Leoper, Sam ski, Frank Golya, Alissandra Taran-tella, Bruno Chriicosta, James S. Parsons, William Bell, Lee Gilmor Victor Steele, Volley Lash, Frank Rice, I. C. Gilman, E. D. McClure Will Harris, William Greene, Jack Chandler, Wm. liam Chandler, James Leeper, Sam Hampton, Henry Harris, Greent Terry, P. D. Saunders, W. J. Woodward, Sol Angew, Houston Jones, Willie Denton, Alec Sabl, Sterling Martin, Ed. Johnson, Kalman Papp, John Agach, Em dis Flex, Rinaldl Flex, Paul Martee, Nick Golya, sr., Mattel Petta, Domenico Perri, Settimil Flex, Mike Gallia, Alex Kissavick Frank Malner, Ted Swabey, John Gregly, Joe Buroazi, Francisco Spagnuola, Garmelo Spagunola, Peter Sowlaski, Mike Williams, Paul Bodis, Alex Solaski, Emmett Terry, James Cipory, Mike Lynyor, Mike Gogosky, Mercu, Agnew, Wilson Terryal, there lying dead.

The jurors sworn to inquire when, how and by what means the said Frank Hill and those numerated above came to their death, upon their oaths say that the above named parties came to their deaths at about 8 o'clock a. m., on March 26, 1912 in the mine operated by the Jed Coal and Coke Co., at Jed, W. Va., as a result of a gas and dust explosion, the origin of which was an accumulation of gas near the face of No. 8 room off No. 1 butt left entry, No. 2 main, the cause of ignition of said gas we are unable to ascertain from the evidence submitted.

In testimony whereof, the said coronor and jurors hereto set their hands.

GEORGE WOLFE, juror.

H. H. PINKNEY, juror.

Q. W. DIXON, juror.

C. D. BREWSTER, juror.

D. C. HUFFMAN, juror.

T. F. HENTRITZE, juror.

J. H. McCULLOCH, Coroner.

Bluefield Daily Telegraph

KEN BODIES MINED UNDER ONS OF SLATE

(Continued From Page One).

and wooden blades put in there were none, with the result that 130,000 feet of air is now going to the mine, instead of 60,000. It has been all the rescue crews to work with. The fan was stopped about 5:30 o'clock and being headed a party of men went into the mine about 7

o'clock. It was useless to expect any men could be found in the mine, as it is positive all day, and it was risky business to have so many rescue men in the mine, when the fan might get out of commission, with disastrous results.

Chief said the explosion seemed to have the greatest force at the entries and at the faces of the mine. This condition was maintained throughout the mine, that it could not have been for men to have existed in the mine long after the explosion.

No Funeral Services.
The men spent yesterday digging and many of the bodies were taken out shortly after they were taken from the mine. This was made necessary because of their condition, brought about by lying in the hot mine since the explosion.

The relatives and friends of the men followed the corpses to the burial grounds and they were laid into their last resting places in many of the usual ceremonies. The people have hardly recovered from the shock of the explosion and the advice and guidance of the men who have directed the rescue.

Coffins Await Trains.

At the little waiting station, where there is no railroad station at all, a number of coffins await the arrival of the trains. Nearly every passenger train which stops, and all of them now because of the crowds of people on and off, takes some of the coffins toward Welch, from which they are sent out into the great world where, only the men who are shipping and the relatives of the men who have directed the rescue.

At Welch an extra force of men has been put on to handle the coffins which go out on every train. They cannot stop long, as a schedule must be maintained and these men are in a hurry. As soon as a train from Jed a truck is pushed up to the baggage car door and the boxes are loaded. The trucks containing the coffins are pushed to the station while the trucks with bodies are sent to westbound points are sent to another convenient point, so that they can be saved when the through trains pass.

eye Coal and Coke Company, together with men from the Lathrop, Leckie and Jed Coal Companies, worked inside the mine under the direction of the mine inspectors.

On the previous night men from the plants of the United States Coal and Coke Company, the Pocahontas Consolidated Collieries Company, the Powhatan Coal and Coke Company, the King Coal Company and from Eckman worked under Inspector Arthur Mitchell and other inspectors. Today men from the mines of the United States Coal and Coke Company, the West Virginia-Pocahontas Coal Company and the Lathrop Coal Company will push the work of recovering bodies.

Falls of Slate General.

Before going into the mine last night Chief Laing said he thought progress would be impeded to some extent by the reported heavy falls of slate in the No. 1, 2, 3 and 4 butt entries and the rooms leading off them. If this condition is general it is possible many bodies are covered with slate and recovery of them may be delayed for some days.

Odors Make Work Distasteful.

Because of the heat in the mine, before ventilation was restored, many of the bodies are throwing off odors which make it easy for the rescue men to locate them, but makes the work much more distasteful. No reports of rats in the mine have been brought to the surface as yet.

Spend Day Digging Graves.

During the afternoon sixty men, sent to help by the United States Coal and Coke Company, and who were not needed at the mine, spent the day digging graves for the unfortunate men who lost their lives. These men went at their work as energetically as they and other men had worked inside the mine to help to locate and carry out the men who will be placed in the graves, which will in many cases remain unmarked as is the case in many cemeteries throughout the country where men without relatives or wealthy friends have been laid to await the final bugle call.

To Thoroughly Ventilate Mine.

After today the mine will have been thoroughly ventilated and the work of rehabilitation will commence. The work under the state mine department will be prosecuted with the idea of learning the cause of the explosion and for the purpose of securing evidence to present to the coroner's jury, and for special reports to be made for the department and to the governor, who is taking an active interest in the work at the mine.

Work of Clearing Up Mine.

The Jed Coal and Coke Company is now employing men who will be set to work cleaning up and putting the mine back in shape so operations can be resumed as soon as the state department says they can be resumed with safety. It is unlikely that active mining will be commenced for some time, when, depending entirely on the state department.

Report for Government.

After the state department completes its work the federal mine bureau will send representatives to the

people die, train schedules must be maintained and that means hurry. In distant railroad stations people are waiting for trains and if a delay of a moment occurs complaints are made. These people are only satisfied with reading the harrowing details of an explosion. They do not want to suffer a moment's inconvenience. To them a mine explosion is but an incident of their day's work. It means but little more. How many of them will respond to the appeal for aid for the widows and orphans remains to be seen.

Many Killed by After Damp.

Some of the bodies recovered yesterday showed that the men had been killed by after damp. There was not a bruise or a scratch on them. They had fallen down while they were at work or while trying to get out. Ten men were found on the No. 1 main entry yesterday by the rescue forces. It is believed these men were trying to work their way out when overcome.

The rescue crew which went into the mine Wednesday night was in charge of Inspector Arthur Mitchell, who was accompanied by Inspectors Holliday and Muir, who spent the night in the mine. Inspectors Nicholson and Martin remained in the mine until 10 o'clock. This crew of men located eight bodies which were sent up. They experienced considerable trouble in working through the mine and had to move carefully. They went out from the No. 2 main to the No. 1 main and past the No. 6 butt entry, which has no rooms on it. Two bodies were found in that section and the men worked on to No. 5 butt, discovering five more bodies which were also sent to the surface. Before the crew completed its work for the night it had bratticed all the way to No. 5 butt and when the air had been carried to that point they quit for the night. Before leaving, however, the air was directed into the No. 5 butt so that it could be partially ventilated by the time the day force went into the mine.

Ten Bodies Picked Up.

The day force, headed by Chief Laing, Inspectors Nicholson, Martin, Grady and Earl Henry and Manager Leckie, Superintendent Kunuff, of the Jed Company and Robert Wallace, inspector for the Pocahontas Consolidated Collieries Company, entered the mine with forty-eight men shortly after the night force had finished work and after discussing the conditions found by the night force decided to push their way down the No. 1 main entry. Along this entry no less than ten bodies were picked up within a short distance from where the night force stopped work, and these men were sent back, a distance of about a mile and a half through the mine, over all kinds of debris. The force of men then bratticed along, completing the air circuit shortly after noon. It was then that Mr. Laing decided it was necessary to have a greater and more satisfactory volume of air and ordered the fan to be stopped until it could be repaired. All the men left the mine and remained out until this work was completed.

The Rescue Workers.

Last night men from the plants of the United States Coal and Coke Company, the New River and Pocahontas Consolidated Coal Company, the Davy-Pocahontas Company, and the Buck-

name. They will collect data and make a report which cannot be made public. They will determine the cause of the explosion and it is possible that some of the features may be embodied in data sent out to various mine owners and superintendents from time to time so they may guard against danger in their mines.

Few About Mines.

There were very few men about the mines yesterday. In fact, the Jed explosion has presented features which no other explosion in this field has ever brought out. As a usual thing the people from the entire field flock to the scene of an explosion and remain there for days. Heretofore explosions have occurred in the coldest and most disagreeable weather, but in spite of this the people have remained at the mine, waiting to see something.

In the present case the usual large crowd did appear on the first day. They went to Jed on every train and crowded around the workings. There were none of the usual scenes of distress. The women remained at home; the men were cool, sober, and inclined to depend entirely on the mine inspectors and watch the men with the oxygen helmets as they went to and from the cars, or to and from the cages leading into the mines. On the morning of the second day a crowd collected but it dispersed and during the afternoon of the second day there were but few people at the mine, while yesterday the crowd dwindled down to the hundreds who came in on one train, only to leave on the next. Very few were at the mine in the afternoon and even the fan house, inside which the fan was being repaired, did not draw a large crowd.

It may have been, that contrary to past practice, the people depended entirely on the newspapers for their reports of the explosion. The paper sales were unusually heavy at any rate, the Daily Telegraph alone sending out between 8,000 and 9,000 papers each day.

MAKE THIS TEST.

How to Tell if Your Hair is Diseased.

Even if you have a luxuriant head of hair you may want to know whether it is in a healthy condition or not. 98 per cent of the people need a hair tonic.

Pull a hair out of your head; if the bulb at the end of the root is white and shrunken, it proves that the hair is diseased, and requires prompt treatment if its loss would be avoided. If the bulb is pink and full, the hair is healthy.

We want every one whose hair requires treatment to try Rexall "93" Hair Tonic. We promise that it shall not cost anything if it does not give satisfactory results. It is designed to overcome dandruff, relieve scalp irritation, to stimulate the hair roots, tighten the hair already in the head, grow hair and prevent baldness.

It is because of what Rexall "93" Hair Tonic has done and our sincere faith in its goodness that we want you to try it at our risk. Two sizes, 50c. and \$1.00. Sold only at our stores—The Rexall Stores. C. H. Goodykoontz Drug Co., operating the East End Pharmacy and Bluefield Pharmacy.

Auction sale Friday, March 29th, at 121 Campbell avenue, Roanoke, Va. Six pool-tables and fixtures; four-chair barber shop, all complete. Also cigar and tobacco show cases. J. B. Greenaway, auctioneer. 3-26-3t.

BROKEN BODIES PINNED UNDER TONS OF SLATE

Corpses Twenty-five Victims of Mine Disaster at Jed Have Not Yet Been Brought From Workings.

NATIONAL RED CROSS BUREAU OFFERS AID

May be Called Upon to Lend Helping Hand to Widows and Orphans of Those Killed by Explosion, One-Third of Whom Left Dependents. Sixty Men Who Have Taken Prominent Part in Rescue Spend Day Digging Graves in Little Cemetery, Where Many Bodies Were Buried Shortly After Being Brought to the Surface. Condition Preventing Usual Ceremonies.

FIFTY-FIVE RECOVERED HAVE ALL BEEN IDENTIFIED

Yesterday's Identified Dead.

SAM HAMPTON.
GREEN HERRY.
KALMON POP.
REYNOLD FLEX.
ALEX. SZABO.
DOMINIC FLEX.
STERLING MARTIN.
WILL CHANDLER.
HENRY HARRIS.
ED. JOHNSON.
HOUSTON JONES.
W. J. WOODWARD.
CHARLES CHANDLER.
JAME KEEPER.
WILL JOHNSON.
SON

examined as it is taken from the mine and a record of all finds made so they can be presented before the jury. How long the inquest will take cannot be foretold. It is likely that it will last days, as a great deal of evidence will have to be presented. The mine department will take special pains with its investigation, as it may be necessary to make an exhaustive investigation into the causes leading to the explosion.

Dangerously Dusty in January.

In this connection the department, through Inspectors Nicholson and Grady, made an inspection of the mine on January 29. At that time the mine was found to be dangerously dusty and traces of gas were found. The general safety of the mine was reported as poor owing to dusty conditions. Over 100 men were ordered to cease work until the workings had been wet down thoroughly so as to make the conditions more safe. The inspectors made an inspection on the second or third of February, at which time it was found the mine had been wet down and the men were permitted to go back to work, as the dangerous condition had been removed.

Gas Collected in No. 2 Main.

As far as can be learned at this time the explosion was due to a liberation or collection of gas in No. 2 main, near No. 1 butt entry. How this gas was ignited is not known, but the belief is that the gas caused an explosion which in turn ignited and exploded the coal dust and a general combination gas-dust explosion was the result.

Sunday the barometer in this city showed a drop of over an inch and a quarter, and within an hour a heavy snow storm visited the city. Monday the barometer was still low and Tuesday morning it stood over a quarter of an inch below normal. Some of the operators commented on this fact in connection with the mine explosion.

EIGHTY-THREE LIVES LOST IN COAL MINE EXPLOSION

ved by manu-
the same.
the higher
e. Plain
anywhere,
ies are in
east and
e greater
the mills

Of Ninety-three Men Who Entered Jed Works Yesterday Eleven Came Out Alive But One, a Boy, Died Within an Hour.

ency ap-
he board
is April,
gress to
he board
rigations
ical and
resident

SIXTEEN BODIES BROUGHT OUT UP TO ONE O'CLOCK

Condition of Those Recovered Shows Utter Impossibility of Any of the Sixty-seven Men Still in the Workings, Most of Whom Have Been Located, Having Survived the Explosion and the Deadly After-damp That Followed—Situation of Widows and Other Dependents of Victims, Who Were Living From Hand to Mouth Because of Shortage of Work, is Pitiably and Help Must be Extended to Them.

-Joshua
ording
day by
Dr.
there-
eers to
der in
vision
known
noon,
man-
n as-
indif-
trial
ng it
only

INSPECTOR NICHOLSON OVERCOME BY GAS FUMES

The offices of the Jed Coal and Coke Company at 1 o'clock gave out the following official list of dead who had been taken from the mine:

JACK CHANDLER
FRANK RICE
WILLIAM HARR
WILLIAM BELL
VICTOR STEELE
STEVE YARSONE
ED. M'CLURE
JAMES CARSON

Nicholson to keep a well organized force at work building battices so exploration could continue.

Arthur Mitchell, district mine inspector for the tenth district, arrived at the mine shortly after 5 o'clock and headed a crew of fifty men who went down at that time to relieve workers who had been inside for hours. The men inside worked in shifts, coming to the surface at intervals, only to return again, while some of the men remained inside for six and eight hours without a stop. This was discouraged, however, as it was asking too much of men while hundreds stood willing to lend a hand.

Federal mine rescue car No. 7, en route from Dante to Huntington, was coupled to train No. 7 at Graham and rushing to the scene of the explosion from Welch, arrived at mine at 2:30 o'clock. Foreman Burke and Assistant Foreman J. T. Reynolds, were in charge of the car. Equipped with safety apparatus, canary birds and other paraphernalia for use in such cases the men were ready to enter the mine and did so shortly after 4 o'clock when they went down the shaft accompanied by J. S. Rhodes and Joe Endring, of the No. 9 mine of the United States Coal and Coke Company, who were also equipped with helmets. They were able to do little, however, as there was no chance of recovering men alive inside the mine.

Immediately following the explosion the Jed Company's engineer and Superintendent O. M. Kanuff, accompanied by a number of men commenced to see what they could do. They responded to the call of the bell from below and when ten men came to the surface alive it was believed that hope for recovery of all could be entertained. The quickly-formed rescue parties worked their way through a small area of the mine but were met with nothing but death and destruction on every hand.

NO

Mat

F

N

moi

cre:

of

and

EIGHTY-THREE LIVES LOST IN EXPLOSION

(Continued From Page One.)

from the United States Coal and Coke Company mines. These men forty strong, led by General O'Toole, H. N. Eavenson, chief engineer; C. M. Gates, company mine inspector, of Gary, and Superintendent Kunuff, of Jed, went into the mines to work. Among them were trained rescue crews, first aid men, superintendents, mine foremen, and the pick of the huskiset miners who were ready and willing to do hard work. They were also aided by J. M. Vest, of the Standard-Pocahontas Company's mines, which were closed down so as to lend all the safety lamps possible to the stricken mine. Some of the United States men had oxygen helmets and they worked in the lead, making tests of the air. Other prominent mine foremen and superintendents, from all parts of the field, went to give aid, among them being Robert Wallace, inspector for the Pocahontas Collieries Company, William Williams, of Bluefield, inspector for the Pocahontas Coal and Coke Company, and R. W. Farquharson, of Landgraf.

Expert electricians, firemen, trackmen, and other skilled mechanics from all parts of the field rushed to give assistance and many of the mines were closed down by reason of the great outflow of workers, all of whom wanted to get to the mine where the explosion had taken place.

William Leckie, general superintendent of the Jed Coal and Coke Company, was at Williamson the previous night and could not be located until 11 o'clock, yesterday morning when he was found at Borderland. He rushed to the mine as swiftly as possible, taking freight trains, and finally arrived at Jed about 6:15 o'clock.

He was hurriedly acquainted with developments at the mine of which he had not heard. A Daily Telegraph man was among the first to meet him upon his arrival, after he had talked the situation over briefly. He appeared dumfounded and his first expression showed how he was feeling, when he told a fellow operator that he had been working in the mines for forty-seven years and this is the worst thing that he has ever been in.

To the Daily Telegraph man he said the worst part of the blow would fall upon those who were dependent upon the miners. Mr. Leckie knows what these people will have to go through because work has been slack at the mines, due to car shortage, and as a result they have been living hand to mouth in many cases.

Mr. Leckie gave orders that the store furnish them everything they need until some other arrangements can be made. He said the blow would fall heavily on the company, which has been mining coal since 1907, but which has never paid a dividend, because all money made has been put back into the plant for safety devices and improvements. Mr. Leckie was asked if the families of the eighty-three miners would need help, and he said he was sure they would.

From the store he rushed to the mine where work had been carried on all day by men from neighboring mines, led by the mine inspectors. He said he owed a debt to these men which it would be hard for him to repay if such a thing could be possible.

At the mines he took charge of the night forces and organized them preliminary to their visit to the depths of the mine where all men, even the government rescue men, take orders from the mine inspectors in charge. Last night Mr. Grady was in charge, aided by Arthur Mitchell. William Nicholson was still asleep from the effects of the after damp which had overcome him in the afternoon.

Several thousand men from all parts of the field rushed on foot, by passenger trains and by freight trains to the Jed mine. All day yesterday every path was dotted with men going to the scene of the disaster. Many were carried there by curiosity, all by eagerness to see the bizarre, although the majority of them have had so much experience at explosions that there is little to see and much less to hear, except when occasionally a

ally some man broke through the cordon thrown around the pit mouth and shook the hand of one of the mine inspectors and then went back satisfied that he could not have done better if he had met a presidential candidate. William Burke, of the mine rescue car, came in for his share of the attention, but he spent a good part of his time from 4 o'clock until after 10 o'clock in the mine. The federal mine rescue car spelled confidence. Somehow the miners have the feeling that there is help in sight when oxygen helmets and other apparatus arrive on the scene and they all seem to have faith in the government to do many things for them.

The car itself was visited by some of the curious. Foreman Burke said that when the car was at Briceville, Tenn., men would visit the car, get something to eat, a pair of overalls, several electric flashlights and other things, but the car experienced no such brigandage yesterday. At 1 o'clock when Mr. Burke was reached over the phone, his car having been connected up with both electricity and telephone wires, he said the rescue work was progressing satisfactorily and that he intended to go back into the mine again.

Mr. Burke said yesterday that car No. 1 had been dispatched from Pittsburg, and that he expected the chief of the mines bureau, Dr. J. A. Holmes, from Washington, and James W. Paul, formerly chief mine inspector of the state of West Virginia, who is now in the government mine service and stationed at Pittsburg, and Washington. The arrival of another car will not assist matters at the mine as the men will all have been recovered by the time it arrives.

Chief Mine Inspector John Laing left Charleston yesterday for Jed and is expected to bring more district mine inspectors with him. Upon his arrival Mr. Laing will have full charge of all the work, and will take complete charge of the mine until after the official examination has been made. He and his men will collect evidence and the various inspectors will file either separate or combined reports.

Evidence will be taken to determine the cause of the explosion and all will be presented before the coroner's inquest, which probably cannot be held before tomorrow.

Dr. J. H. McCulloch, coroner for the district in which Jed is located, was at the mine yesterday and made examinations of the men as they were taken from the mine for the purpose of securing information. Dr. Kell, the company surgeon, was also present, but he had but little opportunity to render any assistance. It was a place for undertakers, instead of doctors.

Undertakers from nearby towns were rushed to the scene of the disaster and prepared the bodies taken from the mine during the day for burial. Last night they spent the entire night in the dynamo station, where the bodies lay, preparing them so they can be sent to the homes of relatives on the hillside today. Thursday and Friday will be the days for funerals and there will be some harrowing sights as the eighty-three funerals wend their way, either to the village cemetery or the railroad station where trains will be boarded to carry back the dead body of some mother's promising boy.

J. M. Vest, with forty men, was one of the first to arrive on the scene of the explosion in the morning. Every man with him carried a safety lamp and Mr. Vest took his men into the mine as their services were required. They did excellent work, many of them having had recent experience in a gas explosion.

Fortunate Change of Plans.

State Mine Inspectors Nicholson and Grady narrowly escaped being in the mine at the time of the explosion. They had arranged to inspect the Jed mine yesterday morning, but Mr. Grady asked that Mr. Nicholson, who is inspector in the eleventh district, change his plans, so as to permit of the Middlestates mine being examined yesterday and the Jed mine on the following day, because the Jed mine workings are not so extensive by comparison with other mines and it would be impossible to get through earlier thereby permitting Mr. Grady to return to Williamson, the headquarters of his district. The changed plans took the two men to Huger and they were about to descend the Middlestates shaft when news of the Jed explosion was carried to them.

Securing horses both rushed for Jed over the hills and they arrived there about an hour later to take charge of the rescue work. Although both are experienced men it can be seen that they know mines are dangerous unless eternal vigilance is the watchword and safety the first consideration.

Harold Bell Wright's book, the Shepherd of the Hills, one might well look at these men and say, "Oh, what men!" Oh powerful build, hardened muscles and hardy appearance the men who comprised the rescue crews would compare with the gladiators of old.

The value of good roads as a preventive for railroad accidents to trespassers was proven. Comparatively few men walked from Welch to Jed along the railroad track, preferring rather to take the macadam road. The last time there was trouble at Jed the people crowded the railroad tracks, but this time there were but few track walkers. With good roads all over McDowell and adjoining counties it would be possible to have automobile relief stations from which rescue apparatus and trained men could be rushed by automobiles to scenes of such disasters as that of yesterday, which it appears cannot be prevented, in spite of increased vigilance on the part of the mine inspectors and an increased interest in the prevention of accidents on the part of the men and operators.

Victim Has Brother Here.

J. H. Bowling and his brother, of this city, came to the Daily Telegraph last night, inquiring about their brother, Richard O. Bowling, who was a track layer in the Jed mine. It is thought that Mr. Bowling is one of the victims, and his brothers will go to Jed today. He formerly worked at the round house in this city, and is well known here. His home is at Chatham Hill, Smith county, Va.

Thirteen Caskets Sent to Jed.

The Hawkins Undertaking establishment in this city shipped thirteen caskets and fifty burial robes to Jed yesterday afternoon.

Shipped First Coal in 1907.

The Jed mine shipped its first coal in 1907, the shipments for that year being 1,368 tons. In 1911 it shipped 128,806 tons. The mine was named in honor of the late Jed Hotchkiss, of Staunton, Va., who was the original discoverer and exploiter of the field. He was an engineer and gave his best efforts to the development of the natural resources of the Virginias.

Well Equipped Operation.

The Jed mine operates the No. 3 seam, and has always been a gaseous mine, but good care has been taken to conform to the rules and regulations of the department and the superintendent, W. M. Leckie, who is one of the most competent men in the region, has personally given it his attention. It is also a well equipped operation, there being concrete stoppings all along the main entries, and the ventilation is on what is known as separate splits, large fans being used to force fresh air into the workings, and the mine reports show that the ventilation was good, that no gas could be detected on the working faces in the safety lamps when the tests were made. Safety powder is used, and rules and mining laws in several language are posted and distributed among the men to keep them acquainted with conditions.

Regarding a shaft mine a well known and experienced operator in the

was a business visitor to the city yesterday. Avers Hill, of Coopers Cross Roads, in

JOHN AGGOS
T. D. SANDERS

The above list brings the total number of men taken out and identified to fifty-five. Identification is comparatively easy, because the company used a checking system. In some cases, however, the checks had been lost and some time had to be spent before identification could be positively made.

Number of Bodies Located

At 2:30 o'clock a number of bodies had been located and the rescue crews were carrying them to the foot of the mine shaft where they will remain until 6 o'clock when Dr. McCulloch, the coroner, will arrive at Jed from Welch, where he spent the night. After the coroner examines the bodies they will be turned over to the undertaker for burial. It now appears that the prediction of Chief Laing that all bodies above the slate would be brought out before morning will come true. It is likely that Mr. Laing will return to Charleston and remain there until the inspectors have examined the mine, and are ready to make a report. He will return to Jed in time to attend the hearings before the coroner's jury.

Pinned beneath tons of slate the bodies of a number of men are still in the Jed mine. Eighteen were taken out yesterday, leaving twenty-five still entombed. Fifty-five have been taken out altogether. The force of men who went into the mine last night under the leadership of Chief John Laing and William Nicholson expected to recover all the bodies above the slate by this morning, and as soon as the coroner arrives from Welch they will be taken out and examined before being placed in caskets and buried.

RED CROSS OFFERS SERVICES

Governor Glascock Asks Coroner If Aid Is Needed—May be Used Later.

Governor Glascock yesterday telephoned to Dr. McCulloch, the coroner, asking if any aid was needed. He said the National Red Cross bureau had rendered its services if they were needed, but Dr. McCulloch said everything that could be done this time was being done, but suggested that the National Red Cross might later be of assistance in extending a helping hand to the widows and orphans

necessary to speed up fans to cope with barometric conditions, and to keep continually certain of such barometric changes it will be necessary to place a barometer in each fan house so weather changes can be watched and eternal vigilance

INCREASED PROTECT. IS PROV.

City's Water Ma
larged and
Bou

MEANS A DEC
FIRE INC

W. r Works Co.

0

ME II. of epau sea mureidwot 8 18818

Cause Not Determined.

The chief of the state department of mines, John Laing, said yesterday afternoon that he had not been able as yet to determine the cause of the explosion at the Jed mine. It appears that it will take a week or more before the cause can be determined, because from the general appearance of the mine detailed examination will be necessary, and this can only be made after ventilation has been thoroughly restored and the workings put in such condition that all parts of the mine can be visited with safety.

In order to assist in restoring the best circulation Chief Laing ordered the mine fan stopped yesterday afternoon at 1:30 o'clock. Two blades, which it was known were damaged at the time of the explosion, were re-

(Continued on Page Six.)

mpany Will Spend

Philadelphia before she will
A. Pharo Gagge, of Pocahontas, was
re on business yesterday.
Mrs. W. W. Hamilton has been in-
posed for several days.
C. Pack is in Lynchburg on busi-

dley, of Goodwill, is here
of his father, A. J. Dud-

was a business visitor
terday.
tatterson, of Bluefield,
rday as the guest of
C. Hunt.
Jefferson Smith is very

man has returned from
where he has been for
s on business.
ollie and Dora Craft were
Bluefield Wednesday.

a business visitor
y.
the guest of her
McQuail, at Ennis.
of Eckman, was
quest of Rev. and

is expected to
Bristol, Tenn.,
for a few days
om El Paso.

returned from

Cause Not Determined.

The chief of the state department
of mines, John Laing, said yesterday
afternoon that he had not been able
as yet to determine the cause of the
explosion at the Jed mine. It ap-
pears that it will take a week or
more before the cause can be deter-
mined, because from the general ap-
pearance of the mine detailed exami-
nation will be necessary, and this can
only be made after ventilation has
been thoroughly restored and the
workings put in such condition that
all parts of the mine can be visited
with safety.

In order to assist in restoring the
best circulation Chief Laing ordered
the mine fan stopped yesterday after-
noon at 1:30 o'clock. Two blades,
which it was known were damaged
at the time of the explosion, were re-

(Continued on Page Six.)

company Will Spend

DEATH OF LITTLE BOY

**Son of Mr. and Mrs. J. C. Brown Dies
at Williamson—Funeral Here.**

The very sad death occurred Mon-
day in Williamson of Robert, the lit-
tle son of Mr. and Mrs. J. C.
Brown, who was taken sick about three
weeks ago with pneumonia. The
remains were brought to this city for
interment.

Little Robert was three years old.
He, like his twin brother whom he
leaves behind, was a very bright and
affectionate child. The two had
grown to an age where they were so
interesting and now they are separat-
ed.

Beside his little twin brother he
leaves an older brother, and his
stricken father and mother to mourn
their loss. The sympathy of their
many friends and acquaintances goes
out to them in this their sad bereave-
ment. Funeral services were con-
ducted from the home of Mrs. Brown's
parents, Mr. and Mrs. A. Tanner, of
Allen street, by J. L. McKinney of the
Christian church, assisted at the grave
by Rev. H. S. Mabie, of the First
Baptist church, interment taking
place in Walnut Grove cemetery.

WHO WILL IT BE?

**Probably a Division Superintendent
May be Promoted to Succeed
George P. Johnson.**

Speculation is already rife as to
who will succeed George P. Johnson
as general superintendent of the
Norfolk and Western Railway.

Some officials believe that one of
the present division superintendents
will be promoted to the vacancy while
others think that the office will be
abolished and but one general super-
intendent retained for the entire sys-
tem as in former years.

Mr. Johnson's coming appointment
as receiver of the Dayton, Toledo and
Ironton Railway is regarded as indi-
cative of the road some day passing
into the hands of the Norfolk and
Western. At any rate it will be used
by the Norfolk and Western as an out-
let to the lakes at Toledo and will
also give a good Chicago connection
via the Erie road from Lima. The
Norfolk and Western for many years
has sought such an outlet for its coal
and coke trade.—Portsmouth Times.

BISHOP GRAVATT COMING.

Will Conduct Service at Christ Epis-
copal Church on Sunday

ing
an
hi
lat
lat
ca
to
th
on
sh
sa
at
qu
co
co
of
Ne
1
ar
ho
me
Ot
kn
siz
pu
ma
ku
ne
th
Et
hit
leg
fro
th
leg
sic
ge
pr
sit
th
Ne
th
ta
st
re
ite
sn
th
hi
co
w
he

Byzette-Times, Pittsburgh, May 6, 1912.

gardens.

JED COAL COMPANY RECEIVER

President Storrs Appointed at His Own Request.

ROANOKE, VA., May 5.—The Jed Coal and Coke Company of McDowell, W. Va., where 73 miners and the former president were killed recently, is in the hands of A. H. Storrs as receiver, the new president of the concern having been appointed to that position yesterday. The action of the court in appointing the receiver was due to the request of President Storrs. The receivership was opposed by William Lookie, formerly general manager and a stockholder. The mines are capitalized at \$600,000 and have never paid a dividend.

The company's stock is mostly owned by Pennsylvania people.

CHARTERS FOR 13 COMPANIES

State Issues Permits to Firm In

Clarion River Power Proj

HARRISBURG, PA., May 5.—^{ters}high have been issued to 13 companies ^{which} are embraced in the Clarion River

L
=
T
1
Cit

T
ous
ers
ha
ca
a
de
co
d:
h
fr
s

THE JED MINE YIELDS UP FOURTEEN MORE BODIES

Life figures—as compared
to 1900.

of bil-
report
of an-
d in
work-
mines
to is
bitu-
lity-
d in
ent-
at or
ited
ish-
ced-
The
nine
at
ions
nich
lat-
tely
i in
838
the
Of
ette
the
foot
ith
und
ath
red
ate
91
43
174
04
98
95
10-
the

**Total Recovered to Date Has
Reached Sixty-nine and All
Others in Workings Are
Buried Under Slate.**

**RESCUE WORK HAS BEEN
DANGEROUS UNDERTAKING**

**Crew Led by Inspector Nicholson Met
With Violently Explosive Gases
And Firedamp, Compelling Them
to Discard Safety Lamps, But They
Did Not Abandon Risky Task Un-
til All Bodies That Could be
Reached Had Been Brought Up the
Shaft and Turned Over to Under-
takers.**

**FREQUENTLY HAD TO CUT
WAY THROUGH SLATE FALLS**

Yesterday's Interred Dead.
PAUL MARTIN
NICK GOLYA
MIKE GOLYA, son of Nick
Golya
MIKE J. PAT
TOMMY HAREDOE.
SAM FLEX.
FRANK MOLNAR
ALEX. KISOMTCH.
PEDDY SWABIE
JOHN GERGEY
JOE HOROTZ
FRANK SPANARD.
CHARLES SHAWARD.
PETER SARVOLSKI.

Fourteen bodies were recovered
the Jed mine yesterday. No more
are to be found above slate.

...at night. It is thought that
are a dozen mules in the mine,
all are in bad shape because of
heat which penetrated the workings
before ventilation was restored.
Mine Badly Damaged.
Inside the mine the conditions
are pretty bad. Little if any track is
up, but all the wiring has been
blown down. Concrete stoppings have
blown down and the slate falls
so heavy that in some places
reach to within a short distance of
roof, and at times rescue men have
cut their way through. It is possible
that part of the mine may be aban-
ed after the bodies have been recov-
ed and taken out so they can be
fed.

Bodies Quickly Buried
Strangers at Jed Comme
method used to carry the
the morgue and from th
the trains and to the cem
were amused when they
in which people were si
boards, but the conditio
usual here, and somet

Poor Air in Mine

The crews which went into the
mine yesterday in charge of Inspe-
tor Nicholson brought out a total of
fourteen bodies, six of which had been
located on the previous night by the
crew under Arthur Mitchell, but which
could not be carried from the mine
because of the absence of the coroner
who had gone to Welch. In spite of
the increased air current carried into
the mine as a result of repairs to the
fan on the previous day the men had
poor air and progress was slow on
account of the slate falls and debris
in the mine.

Rescue Work Dangerous

Both crews experienced trouble
with the slate falls, which were es-
pecially heavy in this part of the mine,
in some places being several feet
deep. The day crew, led by Inspector
Nicholson, who was accompanied by
inspectors P. A. Grady and James
Martin, Mine Foreman Jake Henry
and Robert Wallace, inspector for the
Pechonkas Consolidated Collieries
Company, when about 300 feet from
the fan on the fourth shaft of No. 1
main, met with such a violently ex-
plosive fire damp and explosive gases,
which would not be dispersed by the
air current, that they discarded their
safety lamps, fearing trouble, and
using electric flashlights, which are
deemed safe in such gases, crawled
over slate falls into the inner parts
of the workings fully 500 feet and re-
covered six bodies, which were
brought out. The work was of an

(Continued on Page
17)

MINE YIELDS UP FOURTEEN MORE BODIES

(Continued From Page One.)

even in Bluefield. One northerner was surprised to find that bodies were buried within twenty-four and forty-eight hours after their recovery. He expressed surprise when told that in nearly every case in this section people are buried within forty-eight hours of their death. In the northern states funerals are rarely held until the third or fourth day following a death. It is merely the difference in custom in the two sections.

Like Sister of Charity.

Among those who have had to work under an unusual strain since the explosion occurred has been Miss Baker, who is employed in the Jed store. This pretty girl was at all times pleasant, kind, obliging, and ready to do everything she could to help everyone. It was undoubtedly the biggest undertaking she had ever witnessed, but no one would have known it.

Yesterday and on the previous day Miss Baker went among the homes and talked to the families of the dead miners, found out their wants, ministered to them like a sister of charity, comforted them as they cried and went, held their little ones and sympathized in every way possible. She was a messenger of mercy and when her kind sweet face was seen at the doorway of the homes the faces of those women who had been weeping brightened up a little, just because this girl had called and been kind and sweet to them.

The children watched her. To the men at the office she was an assistant, but to the people back on the hills she was an angel of charity and her name will long be remembered by those on whom she called. Miss Baker's kindly visit of yesterday would make it appear that in addition to the mine rescue crews and other methods for getting bodies out after an explosion, an auxiliary band of women who could visit these wives and mothers in their time of need would be a good thing. Their own neighbors help them and comfort them but these people appreciate the calls of kind hearted women like Miss Baker who visit them to see if there isn't something that can be done.

Sixteen Italians Dead.

Yesterday Guido du Vincenzo, secretary to the legal bureau of the Italian consulate, with offices at Philadelphia, passed through this city, en route to Jed, where he will do what he can for his countrymen. The secretary of the legation said the information at the legation was to the effect that sixteen Italians had lost their lives in the disaster, and he was on his way to the mine to see what assistance the legation could offer the families of the men. The secretary is

Clinch Valley and Wise county coal fields.

The sentiment in favor of a car is so strong that if the government would offer a car or equip a car the local coal operators would not only keep up the equipment and maintain the car, but also employ all the assistance needed to carry out the work of the mine bureau in this section.

Benefit for Mine Sufferers.

The Arcadians, a club which successfully presented, "Our New Minister" at the Elks opera house on two occasions, and once at the Pocahontas opera house for the benefit of the James C. Litz Children's Home, will

th
of
or
or
w
da
a
h
w
m
cl
ci
re

CRITICISM OF RESCUE CAR BRINGS REPLY

**J. W. Paul Tells of the Purposes
and Benefits of Bureau
of Mines.**

**DEATH RATE LOWERED
BY THE NEW SERVICE**

**Says the Criticism Arose From a Re-
fusai to Carry Dead Bodies From
the Mine, Which is Not the Pur-
pose of the Rescue Crews.**

**GREAT GOOD ACCOMPLISHED
BY EDUCATING MINERS**

James W. Paul, in charge of the rescue work of the federal bureau of mines and formerly chief state mine inspector of West Virginia, takes serious exception to the statements made in yesterday's Daily Telegraph criticizing the bureau of mines rescuers in their work at Jed. Said Mr. Paul last night:

"This is not a time for controversy when an entire community is deep in sorrow over the unfortunate disaster at Jed, but it is opportune at any time to come to the defense of a body of brave men who are maligned while performing faithfully their most hazardous duty. The statement in today's Telegraph to the effect that the mine rescue men of the United States bureau of mines, through overcaution, would not go into places in the mine where other miners went without helmets, is entirely unwarranted and is an injustice, not only to the men of the bureau of mines, but also to those brave volunteer rescuers, fifteen in number, who came from the mines at Norton and Glamorgan

men, like the bureau of mines rescuers, are experienced miners, trained in rescue work, and wear helmets. They worked in entire harmony with the bureau of mines rescuers and displayed as much bravery. Any criticism leveled against the bureau's rescuers falls in the same manner upon the men from Norton, Glamorgan and Gary—men who did not have to respond to the call for aid, but who did so from purely humanitarian motives. The criticism likewise reflects upon the whole body of miners throughout the United States, for the bureau of mines men are practical miners of years experience and men who were selected for these difficult positions because of their special fitness.

"Undoubtedly the criticism of the trained miners engaged in rescue work arises from a misconception of the aims and purposed of the bureau of mines and the proneness of those who do not take part in rescue work, to criticize it. Every new movement is misunderstood and of course such criticism is to be expected. The bureau of mines, in its endeavors to reduce the loss of life in the mines, is engaged first of all in attempting to prevent such disasters as this most recent one at Jed. At the same time it realizes that coal mining is a hazardous occupation and that under the safest conditions men will be killed in the mines. The bureau has therefore made the rescue of men a part of its work. In carrying out this work, the bureau found a chaotic condition at many mines following disasters with an extremely heavy loss of life among the volunteer rescuers. The most notable instance of this was at Hanna, Wyo., two years ago, when forty men rushed into the mine to rescue sixteen entombed men. The forty rescuers were killed. In a less degree this has been the situation at a great many mine disasters. The bureau felt that if the rescuers could be properly safeguarded, their lives might be spared and that entombed men might also be rescued, for a dead rescuer isn't of any value in life saving.

"It was determined, at any rate, that the death roll of rescuers must be reduced. The bureau began to introduce system into rescue work and furnished such aids as the oxygen helmet, which permits the rescuer to breathe artificially in an atmosphere of mine gases that would kill within a few moments. Resuscitation apparatus for restoring miners to consciousness was also introduced. The result has been the organization of mine rescue corps and first aid corps in hundreds of mines throughout the country. These corps, entirely independent of the bureau of mines, have already saved many lives. A further result is that the work of saving life following an explosion has been systematized; the reckless bravery of the miner has been turned into bravery that counts in lives actually saved.

"The most recent disasters in the United States attest the great value of intelligent rescue work. Five entombed men were saved at Briceville, Tenn., and no rescuers were lost. At the explosion at McCurtain, Okla., two weeks ago, twenty-five men were saved out of 100 in the mine. I have not yet received a report on the saving of these men, but the bureau's rescuers were there and undoubtedly did their part. No rescuers were lost.

"At the disaster at Jed, the bureau

CRITICISM OF RESCUE CAR BRINGS REPLY

(Continued From Page One.)

of mines men reported immediately upon arrival to District Mine Inspectors Nicholson and Grady, who had charge of the work. This was following out the usual custom of the bureau which simply offers its service to the state authorities. Whatever the bureau has done has been under the general direction of the state inspectors, who appreciate the aid given them and who work in entire harmony with the bureau's men. In passing, I cannot refrain from expressing my commendation of the bravery and ability shown by the district inspectors in the conduct of the recovery work. Under their wise direction the work proceeded rapidly and systematically and if there had ever been any chance to save a single life it would have been accomplished by just such methods. The district inspectors deserve the greatest possible credit for their generalship in this fight to save life.

"At this disaster, ten men escaped from the mine following the explosion and before the bureau's rescuers arrived. No man since has been brought from the mine alive. No rescuers have been killed. The first examination of the mine, as soon as our first car arrived, made it quite apparent that all the men in the mine had been killed almost instantly. However, we never allow such an opinion to be conclusive until we have seen everybody in the mine and have in this manner satisfied ourselves that life is extinct. The bureau's rescuers and the helmeted miners from Norton, Glamorgan and Gary have pushed ahead night and day and have penetrated every part of the mine in the hope that some one might be saved. At this time there is practically no hope that any miner will be brought out alive. I am satisfied that had there been a rescue corps right on the ground when the accident happened, the situation would not have been different, as the bodies already recovered give every evidence of injuries which would have caused death.

"Fortunately these extreme conditions do not obtain at every mine disaster. For instance, at the Cherry mine fire in Illinois, twenty men were rescued after having been in the mine for seven days. The five men saved at Briceville had been entombed two days. At every disaster it is necessary to explain that the rescuers of the bureau are not present for the purpose of carrying dead bodies from the mine, but for rescuing live men. I am told there was some little mis-

men and the other volunteer rescuers on this point and that this led to criticism.

"And let me say, the primary object of the rescue crews of the bureau is to visit the various mining communities and teach the miners the use of the modern rescue apparatus, with the idea of impressing upon everyone the necessity of maintaining corps and stations at the mines. It can easily be seen that a rescue corps on the spot is of much more value in saving human life than one, 100, 200, or 300 miles away. Nevertheless, no matter where we are, we are willing to respond to any disaster and give our best efforts toward rescue.

"The rescuers of the bureau of mines need no encomiums from me. If any fair minded man questions their bravery, he only needs to know that in a little more than one year's time, two out of the twenty-four rescuers employed by the bureau have given up their lives to the cause—J. E. Evans, at the Pancoast disaster, Throop, Pa., and John Ferrell, at the Cherry Valley mine in Pennsylvania.

"The average number of deaths in the mines of the United States each year is between three and four in every 1,000 men employed. The death rate among the bureau of mines rescuers, on the same basis, would be eighty out of 1,000, which makes rescue work the most hazardous of all occupations known to man."

[The Daily Telegraph made no criticism of the work of the rescuers with the federal mines bureau car. It simply stated the fact that their alleged "overcaution" was the subject of criticism by other rescuers who worked in the ill-fated mine on Wednesday.]

\$473.50 ADDED TO JED MINERS' RELIEF FUND

**Cash on Hand Has Reached Total of
\$4,258—Meeting of Committee**

Held at Welch.

A meeting of the Jed Relief Fund Committee was held at Welch yesterday morning. There were present W. D. Ord, I. C. Herndon, D. J. F. Strother, W. O. Peery, Harry Olmsted, H. N. Eavenson, W. J. McClaren and J. F. Johnson.

After a discussion, and upon motion duly seconded, the following gentlemen were appointed members of the executive committee which was empowered to act for the general committee and to have the power to fill any vacancies which may occur in it:

L. E. Tierney, Harry Olmsted, I. C. Herndon, James Elwood Jones, W. O. Peery, John J. Lincoln and H. N. Eavenson.

Upon motion, Harry Olmsted was made vice chairman of the general committee.

After a discussion of the work being done and to be done, and urging upon all members of the committee and of the community the necessity for further and liberal contributions, the general committee adjourned.

The executive committee is to meet in the directors' room of the First National Bank building at Welch on Monday afternoon at 2 o'clock.

The cash on hand in the relief fund has now reached a total of \$4,258.50. Cash on hand, previously

acknowledged\$3,785.20

Contributions since last report:

J. F. Banner, Gary, W. Va. ...\$ 2.00

Smith-Briscoe Shoe Co., Lynch-

burg, Va. 10.00

Watts Bros. Co., Lynchburg ... 5.00

Henry Howell, Welch ... 1.00

V. O. Stuart 10.00

Welch Theatre 3.75

T. J. Elliott 1.00

Joe Memo55

E. C. Bralley 10.00

W. J. McClaren 15.00

J. Walton Thomas 5.00

E. McG. Phelps, Pocahontas ... 5.00

Gilbert Grocery Co. 10.00

G. H. Kent, New York 250.00

Thomson & Burton, Chicago... 50.00

W. Va. Rail Co. 25.00

Daniels and Hall, Welch 10.00

R. R. Smith 25.00

Queen City Supply Co., Cincinnati, Ohio 25.00

Henry C. Werner Co., Columbus, Ohio 10.00

Total\$473.30

In the Daily Telegraph of Thursday acknowledgement was made of a contribution of \$50 from the Pocahontas Consolidated Collieries Co. This was a mistake. The contribution should have been credited to William Leckie, manager of the ill-fated mine.

April 6, 1912.

Welch, W. Va., March 26.—Eighty-three men were entombed in the mine of the United States Coal and Coke company at Jed, three miles from here, by an explosion of gas. Eighty-six men were at work. Only three of the number escaped.

Following the explosion afterdamp pervaded the entire workings, and it was impossible for any immediate rescue work to be begun.

Deputy State Mine Inspector Arthur Mitchell arrived from Bluefield an hour after the crash. Miners who had worked during the night and were then in their homes were brought to the mine and organized into rescue parties.

Because of the deadly afterdamp, in which no human being can live for an instant, it was impossible for the would be rescuers to get farther than a few hundred feet from the opening. Wives of the buried miners wept bitterly near the mouth of the pit, urging the rescuers on.

An appeal for help to the United States bureau of mines is to be sent. It is expected that Chief Holmes of the bureau of mines will be rushed here with the government rescue crew, which is equipped with an apparatus to enable men to enter all parts of the workings.

Whether any of the eighty-three men is alive is problematical. Experienced miners say that there is a chance that some may have escaped the explosion and reached a part of the mine not penetrated by the afterdamp.

Washington, March 26.—Director J. A. Holmes of the bureau of mines immediately upon learning of the explosion in the Jed mine took steps to have rescue cars rushed to Jed. Mine rescue car No. 7, located at St. Paul, Va., on the Norfolk and Western railroad, not more than 150 miles away, was ordered to Jed. It carries four expert mine rescue men, headed by Foreman William Burke. Mine rescue car No. 6, at Irwin, Pa., also was ordered to proceed immediately to Jed.

That the real miners did not of being led by a man who had to have been a s result, it is said, that to play practical jokes. It appears that the men passed the along to have some fun out of the federal man and judging from the reports which have come to the surface when did send the men on various errands.

The report which was circulated regarding the foreman of No. 7 car worked against the other federal men when they arrived on the scene, that is all except Mr. Paul, Chief Engineer vice and Assistant Engineer Deike. These men and the knowledge they have of mining are highly regarded by the mining community, and the miners themselves.

It is likely that there would have been a different story to tell if it could have been possible to rescue any bodies alive. It was known, practically from the start, that none could be alive, because both air courses were filled with fumes, and the workings were so small that there was little chance of anyone being alive inside. On this account the men of the rescue crews took advantage of the federal mine men.

Demand For Local Mine Car.

The presence of the federal men has, however, created a demand for a local mine car. The opportunity created by the emergency should give the mine bureau a chance to place itself on a firm foundation among the local men if a car could be placed in Bluefield, from which point it could conveniently reach the Pocahontas, Tug River, Thacker, Winding Gulf,

Volume XX. No. 77.

THREE BODIES TAKEN FROM UNDER SLATE

One Unknown to Rescuers and
Identity May Never be
Discovered.

SPECIAL PRAYERS TO BE
READ IN CHURCHES TODAY

Finding of Mutilated Corpse in Room
No. 8 on No. 1 Butt Entry of No. 2
Main Indicates Where Original
Explosion Occurred.

FEDERAL RESCUE CAR TO
LEAVE JED THIS MORNING

Three bodies were recovered yesterday from the Jed mine. The remains of two of the men—Mike Williams, a Slav, and Paul Bodas—were identified, while the other still remains unidentified and perhaps the identity will never be discovered. The men were found under the slate which is being removed so the bodies can be taken out and turned over to relatives and friends for burial.

Many of the bodies in the mine are so covered with slate and debris that it will be some time before they are taken out. The company has a force of men at work clearing out the mine and pushing the work of recovering bodies but the obstacles which are presented are so great that considerable delay will be experienced before all are taken out. Yesterday the funerals of those taken from the mine were held and the last of the bodies which have been recovered will have been buried by today.

In all Catholic churches throughout the field today special prayers will be read for the repose of the souls of the dead men, who were given no warning of the fate which overtook them.

There appears to be but little doubt but that the original explosion occurred in room 8 on No. 1 butt entry.

its investigation into the causes leading up to the explosion.

Chief Engineer Rice, J. W. engineer in charge of the rework; Assistant Engineer D. Foreman Burke, Rondenbush, L. and their assistants, Messrs Reyn and Roberts spent Friday and yesterday in the mine pursuing an investigation for the federal mine but the work progressed so rapidly Mr. Paul was certain last night investigation will have been completed on Monday.

The ventilation in the mine has been restored to the condition it was previous to the explosion and working places are being cleared as fast as the gases can be forced out of the workings by the pure air.

body of a man was found, the clothes torn from his body and burned by the fire which was caused by the explosion. Nothing but the man's shoes were left on his feet and his body was horribly burned. No other bodies showed signs of having come in contact with such a fierce flame and is quite certain the explosion originated in the room into which this man had gone with an open lamp. The appearances indicate a gas explosion.

The fire boss reported the mine, except for slight traces of gas, was safe for working on the morning of the explosion. It is believed that after he left the room where the explosion must have originated a fall of slate occurred which short circuited the air by tearing down brattices and permitted the gas to hang in the room, in such a quantity that an explosion occurred as soon as it came in contact with a flame. It is also believed that there must have been considerable gas in the mine on the morning of the explosion, as the face of the entries and rooms appeared to have been most affected by the explosion, which would be natural if gas was present. In very few places was there any sign of coking. The general appearance of the mine would make it appear that there might have been considerable dust in the mine.

The mine department will commence its investigation the first part of the week and will cover all the points which will be of value in determining the cause of the explosion and the fixing of the responsibility. Chief Laing, who returned to Charleston, will return in time to conduct the examination of witnesses before the coroner's jury, which will hardly convene for several days.

Interest in the Tierney humidifier, which is giving satisfaction at the Powhatan Coal and Coke Company mines, has increased since the explosion at Jed. The theoretical principle on which this humidifier works has shown in practice that it is correct. The mine department recently made a report on the humidifier and Chief Laing said it was the best apparatus for moistening mines that he has ever investigated and said he wished there was one in every mine in the state. The principle, on which the humidifier works was explained in detail in the Daily Telegraph some time ago, and the report of Chief Laing on the working of the humidifier was also printed. It is possible that the mine bureau officials who are in the field may visit the Powhatan mine and investigate the workings of the humidifier, which was invented by Col. L. E. Tierney, general manager of several mines in the field, and who has been fortunate enough to so far escape an explosion in any of his mines, although all are dusty if precautions are not taken to keep the dust down. Col. Tierney has great confidence in the ability of the humidifier to do this.

This morning federal mine rescue car No. 6 will leave Jed for Pittsburg. With the car will go Assistant Engineer Deike, Foreman Rondenbush, Foreman Davis, and Assistant Roberts. Car No. 7, with W. M. Burke in charge, will remain until Monday night or Tuesday, at which time it is believed the mine bureau will have completed

PAULL REPLIES TO CRITICISM

Pittsburgher Defines the Position of the Federal Bureau of Mines in Work of Rescue.

PREVENTION FIRST OBJECT

Organization Seeks to Avert Such Disasters as That at Jed, and Saving of Lives Is Only Part of Work.

A · HAZARDOUS · PROFESSION

Bluefield, W. Va., April 1.—James W. Paull, in charge of the rescue work of the Federal Bureau of Mines, of Pittsburgh, Pa., and formerly chief state mine inspector of this state, made answer, here, to the criticism made against the government rescuers in their work at Jed, where 83 miners lost their lives last week. It was charged the rescue men of the United States Bureau of Mines, through over caution, would not go into places in the mine where other miners went without helmets.

"This criticism," said Paull, "reflects on the whole body of miners throughout the United States, for the Bureau of Mines men are practical miners of years' experience and men who were selected for these difficult positions because of their special fitness.

"The bureau of mines in its endeavor to reduce the loss of life in the mines is engaged first of all in attempting to prevent such disasters as this one at Jed. The critics have a misconception of the aims and purposes of the bureau of mines. The bureau realizes that coal mining is a hazardous occupation and that under safest conditions men will be killed in the mines. The bureau has, therefore, made the rescue of men part of the work.

"In carrying out the work, the bureau of mines found a chaotic condition at many mines following disasters with an extremely heavy loss of life among the rescuers. The most notable instance was at Hanna, Wyo., two years ago, when 40 men rushed into the mine to save 16 entombed miners. The 40 were killed. In a less degree this has been a situation at a great many mine disasters. The bureau felt that if the rescuers could be properly safeguarded, their lives might be saved and the entombed men also rescued, for a dead rescuer is not of any value in life-saving.

"It was determined at any rate that the death roll of rescuers must be reduced. The bureau began to introduce system into rescue work and furnished such aids as the oxygen helmet, which permits the rescuer to breathe artificially in an atmosphere of mine gas that would kill within a few minutes. Resuscitation apparatus for restoring miners to consciousness also was introduced. The result has been the organization of mine rescue corps and first aid corps in hundreds of mines throughout the country. These corps, entirely independent of the bureau of mines, have already saved many lives. A further result is that the work of saving life following an explosion has been systematized; the reckless bravery of the miner has been turned into bravery that counts in lives actually saved.

"The most recent disasters in the United States attest to the great value of intelligent rescue work. Five entombed men were saved at Briceville, Tenn., and no rescuers were lost. At the explosion at McCurtain, Okla., 25 men were saved out of 100 in the mine.

"The primary object of the rescue crews of the bureau is to visit the various mining communities and teach the miners the use of the modern rescue apparatus, with the idea of impressing on everyone the necessity of maintaining corps and stations at the mines. It can easily be seen that a rescue corps on the spot is of much more value than one from 100 to 300 miles away. Nevertheless, no matter where they are, we are willing to respond to any disaster and give out the best effort toward rescue.

"The rescuers of the Bureau of Mines need no encomiums from me. If any fair-minded man questions their bravery he only needs to know that in a little more than a year's time two out of 24 rescuers employed by the bureau have given up their lives to the cause—J. F. Evans at the Pancoast disaster, Throop, Pa., and John Ferrell at the Cherry Valley mine in Illinois.

"The average number of deaths in the mines in the United States each year is between three and four in every 1,000 men employed. The death rate among the Bureau of Mines rescuers, on the same basis, would be 80 out of every 1,000, which makes rescue work the most hazardous of all occupations known to man."

EIGHTY-TWO MEN MEET DEATH IN MINE

A Mysterious Explosion
Catches All But 11 Work-
men at Jed, W. Va.

MANY BODIES FOUND

[BY ASSOCIATED PRESS TO GAZETTE TIMES.]
WELCH, W. VA., March 26.—Eighty-two men were killed today by a gas explosion in the Jed Coal and Coke Company's mine at Jed, W. Va., a half dozen miles from here. Only 11 men escaped alive and one of those died within an hour after being brought to the surface.

Tonight 33 bodies had been located and the rescuers hoped to get them out shortly. Exploring parties will have covered all of the mine by 3 o'clock in the morning and expect to have all the bodies out by noon tomorrow.

When the explosion took place probably only the 11 men working at the foot of the shaft had a chance for their lives. They readily made their way up in the cages, which were not damaged. Though some of the blades of the fans were shattered, they continued to operate, with the fortunate result that enough air was present to admit searching parties immediately.

Less than half an hour after the news of the explosion had been communicated to this place relief measures were in order.

Rescue Work Starts.

Oxygen helmets and other appliances were rushed from the plant of the United States Coal and Coke Company, a United States Steel Corporation mine nearby. A government mine rescue car en route to Huntington, W. Va., was turned back on telegraphic orders from Washington, and another car was started from Pittsburgh. The first car reached here shortly after noon. The experts immediately conceded that all in the mine were dead.

State mine inspectors promptly organized rescue parties and began the exploration of levels.

As the gases were cleared out and they began to search lower levels they came upon miners killed almost instantly. Other mines nearby sent experienced foremen to lead hundreds of volunteer rescuers, who flocked to the scene as the news spread about the countryside.

The usual scenes of horror and grief which attend mine disasters were lacking here today. No families of the miners crowded about the mouth of the shaft. Women have kept within their homes, overcome with grief and distraction.

Cause Is a Mystery.

The mine was inspected last Friday and pronounced safe. Preliminary investigations today have not divulged the cause of the explosion. Some local mine men are inclined to regard it as a physical phenomenon. Barometers in this vi-

MEN HELPING TO BOOST INDUSTRIAL



J. ROGERS FLANNERY.

city have been showing unusually low readings for the last week, without the usual atmospheric changes.

The families of the dead men find themselves in sore straits. Work has been very slack at the mine. Outside aid will be asked.

The Jed mine is 150 feet deep. It is owned by the Jed Coal and Coke Company, of which William Leckie is general manager. The mine is on the Gary branch of the Norfolk & Western Railroad.

Mine rescue car No. 7, the first to arrive carried four expert mine rescue men headed by Foreman William Burke. Car No. 1, from Pittsburgh, is in charge of Foreman D. D. Davis and Engineer G. H. Deike.

One Hubby Too Many Charge Against Woman

Annie Dlu
Said to
Men

Annie Dlu weighs 310 pounds. Last night she charged a big charge of big for court in which was found Ceiselski said Hungary six be an excellent riage. She husband had became Ceiselski happily in the conducted by

large Father gentlemen to lend you len citizen fice of thing e Pitt's friends breathe for those mosphere injury help Pitt

REC

MOVEMENT FOR RELIEF OF MINE VICTIMS

Contributions Being Made to
Fund in Aid of Widows and
Orphans.

BOTH WELCH BANKS
RECEIVE CONTRIBUTIONS

Committee of Coalfield People Sug-
gested and Announcement of Board
of Trade Committee Personnel
Made to Aid Good Work.

SHOULD ADVISE WITH
HEAD OF CARNEGIE FUND

As suggested in the Daily Telegraph
the morning following the explosion,
several movements are on foot to
form a relief fund for the needy families
of the victims of the Jed disaster.

There are many widows and
orphans left destitute, the num-
ber being estimated at twenty-
five widows and thirty or forty
small children, all of whom were
dependent upon the husbands and
fathers killed in this disaster, and
most of them are in considerable pres-
ent need of the necessaries of life
and because of the very great loss
and destruction, the company will
probably not be able to care for the
afflicted people in the manner in
which it would like to.

The need is immediate and to that
end the Daily Telegraph appeals to
its readers and the public generally to
subscribe to a relief fund.

It is hoped that the movement will
become field-wide. The following
committee is suggested, and a meet-
ing urged for 10 a. m. Saturday:

John J. Lincoln, H. N. Eavenson,
Father Gilsenan, Judge I. C. Herndon,
J. E. Jones, Harry Olmstead, Mrs. L.
E. Tierney, Mrs. W. D. Ord, Mrs. D.
J. F. Strother, Mrs. I. J. Rhodes, Mrs.
L. C. Anderson, Mrs. Herm Josephy,
Mrs. B. O. Swope.

The First National Bank at Welch
will receive contributions.

Assurances were made yesterday
that two subscriptions of \$1,000 each
and two of \$500 each would be made
by non-resident parties interested in
the field.

The following subscriptions were
reported yesterday:

First National Bank of Welch	\$100.00
Daily Telegraph	25.00
D. J. F. Strother	25.00
R. R. Smith	25.00

A message from Welch last night
conveyed the pleasant information
that steps had been taken immedi-
ately after the explosion to render
relief to the sufferers, and that many
contributions were being received. A
committee was appointed several days
ago by the Welch board of trade, con-
sisting of W. J. McLaren, J. F. John-
son, Joseph Herzbrun, F. D. Cook, S.
G. Walker, P. D. Brewster, F. W. Hut-
son and others, who are endeavoring
to raise subscriptions, and who are
confident a large amount will be con-
tributed. The McDowell County Na-
tional Bank will receive subscrip-
tions.

The Daily Telegraph invites the
committees to report the contributions
so that they may be published, and
also desires to publish any matter of
interest in connection with the rais-
ing of the fund.

In union there is strength, and it
would be well if all those interested
in this good work would combine, and
take the matter up with F. M. Wil-
mot, secretary of the Carnegie fund. It
is understood that the officials of the
Jed Company are in hearty accord
with the relief movement.

SEVEN BODIES TILL REMAIN IN JED MINE

April 3, 1912.

Slate Falls Impede Work of
Rescue and Progress is
Necessarily Slow.

CORPSE OF AN ITALIAN RECOVERED YESTERDAY

State Mine Department is Expected
to Begin Its Investigation Today,
After Conclusion of Which Coron-
er's Inquest Will Commence.

VENTILATION WILL NOW PERMIT EXPLORATION OF ALL PARTS

One body was removed from the Jed mine yesterday, the remains being those of an Italian. The last of the mules were taken from the mine yesterday afternoon, 24 seen mules were in the mine at the time of the explosion.

The federal mine bureau men were in the mine yesterday making investigations on No. 1 main. It is believed they will complete their work today and leave for Pittsburg.

The work of recovering the seven bodies still inside the mine is progressing slowly because of the slate falls which impede the work. The bodies have been in the mine for a week now and the flesh has decayed to such an extent that considerable slate has to be removed before a body can be located. During the first few days this work was made easier because the scent of the decaying flesh easily made known the presence of the body. The scent has become so general now that it is difficult to get at the exact location of the dead.

It is expected the state mine department will commence its investigation today, and Chief Laing is expected to be present and take charge of the work.

The ventilation is now of such a character that the mine can be explored in every section without any danger. It is thought the mine department will take two or more days to complete its investigations, after which the coroner's inquest into the cause of the disaster will commence.

The night and day forces of laborers the company has had cleaning up the mine have cleared the No. 1 main to the fourth butt and the track in both mains is pretty well cleared. This work is being pushed along so satisfactorily that trips of mine cars can be run in some sections as soon as the trolley wires can be replaced. The track in the mine was damaged very little by the explosion, but the trolley wires were torn down all through the workings.

The company is putting in a four-inch line of pipe which is connected to the exhaust from the steam pump. The steam will be injected into the intake air course and it is expected this will assist materially in moistening the mine so as to make it safer in the future. By the time the moistening apparatus is completed and the dust wet down it is believed the mine will be ready for operation, at least in some sections. No date for the reopening of the mine has as yet been set.

JED RELIEF FUND AWARDS ARE MADE

Ratio Upon Which Final Dis- tribution Will be Made De- termined at Meeting of Committee at Welch.

A meeting of the executive committee of the Jed Relief Fund Committee was held at Welch Thursday, there being present Harry Olmsted, W. O. Perry, J. J. Lincoln and H. N. Eavenson.

The secretary showed the following letter received from F. M. Wilmot, manager, Carnegie Hero Fund Commission, under date of July 3, and stated that it had been accepted by the committee under date of July 6:

Pittsburg, Pa., July 3, 1912.
Mr. Howard N. Eavenson, Secretary
and Treasurer, Jed Relief Fund
Committee, Gary, West Virginia.
My dear Mr. Eavenson:

I have much pleasure in informing you that at a meeting of the Carnegie Hero Fund Commission held yesterday afternoon, the sum of \$10,000 was awarded to the sufferers from the Jed mine disaster of March 26, 1912, such amount to be paid to the Jed Relief Fund Committee, to be distributed by it in such manner, and upon such basis as it may finally determine.

Upon receipt of your committee's acceptance of the commission's award, I shall be pleased to send you a voucher in payment thereof.

If I can be of any further service to your committee, I shall be only too glad to do whatever I can, and I thank you and your colleagues for all the courtesies extended to me on the occasion of my visit to Welch last week. I remain,

Yours very truly,
(Signed) F. M. WILMOT,
Manager.

The treasurer reported receipts to date of \$26,739.79, of which amount \$226.99 had been expended, divided as follows:

Traveling expenses investigat- ing dependents of victims and securing information about them	\$ 75.24
Stationary (at cost) for per- manent records	18.75
Advances to dependants	133.00

Total\$226.99

The following resolutions were adopted:

Resolved, That the final distribution of the fund be made in the ratio of the following amounts:

Widow (each) \$200

Children, under sixteen years of
age, average amount (each)... \$150

This amount being that payable
to children of the average age
(six years), amounts for child
younger than this, to be increased
\$10 for each year's difference in
age and for children older than
the average, the amounts to be
decreased \$10 for each year's dif-
ference in age.

Widowed mother \$200

Other dependents, whose depend-
ancy is total \$150

Other dependents, whose depend-
ancy is partial \$75

The total amount to be paid each
person will be in the ratio of these
figures and will depend upon the final
amount collected.

Resolved, That the amounts assign-
ed to each of the dependants may be
paid to them either in a lump sum or
in monthly installments, covering a
period of three years, it being the
opinion of the executive committee,
however, that in all domestic cases
(unless the amount is to be used to
establish a home) the installment plan
should be adopted, and that in cases
where the dependents live in foreign
countries, the lump sum method be
adopted. The chairman and secretary,
however, are authorized to make the
payments in such manner as is, in
their judgment, best suited to the in-
dividual case.

Resolved, That the chairman and
secretary are authorized to make an
agreement with the McDowell County
National Bank and the First National
Bank of Welch covering the payment
of such money as may be deposited
with them to the dependents of the
victims of the explosion, on such
terms as will be satisfactory and will
meet the approval of Judge I. C. Hern-
don and Mr. D. J. K. Strother. Such
agreement must include the payment
of the money in monthly installments
over a period of three years and must
include the payment of interest at the
rate of three per cent. per annum,
compounded semi-annually, on the
average balance in each bank.

The list of all domestic cases was
then taken up and the awards of the
committee made. The final papers for
the foreign cases have not yet been
received, and no final distribution of
the fund can be made until these have
been returned. For all dependants in
this country, however, the payment
of one hundred and ten per cent. of
the base rates was directed as an
initial distribution, the remainder to
be divided when all information and
all contributions have been received.

Howard N. Eavenson, of Gary, is
secretary of the committee.

up to date has reached sixty-nine. How soon the remainder of the bodies will be recovered depends altogether on the time which will be consumed in cleaning out the mine, and removing the slate from the bodies. The company will commence to clean up at once, under the direction of the state mine department. Last night forces of men in charge of Inspectors Arthur Mitchell, Earl Henry, James Martin, R. Y. Mair and L. B. Holliday, accompanied by Superintendent Kuntz, went into the mine to superintend the direction of the air on the courses pursued before the explosion occurred. The old method was to split the air so that it would go down both the right and left mains. Yesterday afternoon about 2 o'clock the state inspectors decided to restore the old methods of ventilating the workings so that the air could work through the mine and thoroughly ventilate it. This was done so work can be commenced by the company forces towards removing the slate from the dead bodies inside the mine.

AID WORTHY CHARITY

The appeal for contributions for the immediate relief of the sufferers from the Jed mine explosion, may have brought responses but they have not been reported for publication. The list given out yesterday morning, and which shows no additions since, is as follows:

First National Bank of Welch	\$100.00
Daily Telegraph	25.00
D. J. F. Strother	25.00
R. R. Smith	25.00

Total\$175.00

A meeting of the committee that was suggested yesterday should be held today at Welch and an organization perfected. There is nothing like organization to make such movements successful.

This is such a good thing that every one should have a part in it. It will give every contributor pleasure to know that he aided in such a worthy cause. Long after the money is spent the joy of being able and willing to aid the needy and the distressed will live. In fact such deeds of charity and kindness are more enduring than riches or the enjoyment of place and power.

While some may think the publication of their contributions may be vain and self seeking, yet such publications influence others to give, and an end is attained that atones for any species of display the publication may involve.

actor and it is certain that if inexperienced men had plunged into this body of gas all would have been killed. The men braved the gases and took the chance because they felt that unless this part of the mine was explored at once it might be some time before all the bodies in there could be reached, if they ever would be reached.

As one of them said afterward there were a number of women and children waiting for these bodies to be recovered and they could not have been recovered without some risk being taken. If they had been permitted to remain in the mine additional state falls might have covered them with the result that it might be weeks before they could be taken to the waiting relatives.

Body of Farm Hero Recovered

The last body recovered yesterday was Paddy Swabie, the hero of the Standard-Pocahontas explosion at Farm. Swabie's safety lamp lay beside him. His body appeared to have been thrown some distance by the force of the explosion. When his body was found a search was made for his watch, which was presented to him by admirers of the courage displayed by him at Farm. What Swabie did with the watch is not known, as the only watch which he carried at the time of his death was a nickel affair.

Inspectors Show Ability.

During the progress of the rescue work inspectors Robert Wallace of the Pocahontas Consolidated Collieries Company, and C. M. Gates, of the United States Coal and Coke Company, have shown unusual ability. Mr. Wallace, who is mentioned as a candidate for chief of the Virginia mining bureau, recently created, has made a record for himself, his daring together with that of other inspectors on yesterday, showing the extent to which he will go. Jake Henry, the Jed mine foreman, who escaped death at the time of the explosion because he happened to be at the foot of the shaft when the mine blew up, has also worked hard every day and has stuck with the mine inspectors through all kinds of trouble in the mine.

Chief Goes Back to Charleston

Chief John Laing returned to Charleston yesterday morning, but left six mine inspectors at the mine. Mr. Laing will return to Jed in time for the coroner's inquest. The inspectors left at the mine will superintend the restoration of the old method of ventilation through the two entries and late Monday or Tuesday will commence the official examination of the mine for the purpose of determining the cause of the explosion. This work will take several days, depending largely on the conditions met with inside. With a full supply of air and everything should move along smoothly.

Will Not Work Tonight.

Tonight the men will quit work and take one night off. They will be back again on Sunday and will continue to lead the company men in restoring ventilation and getting the mine in shape, and in rescuing the remaining bodies in the mine.

Many Dead Mules.

In a large measure the location of the bodies will be comparatively easy because they can be readily detected on account of their condition. On Friday night the rescue men used disinfectants on the bodies of the mules in the mine and covered them. It was the intention of the men to commence removing the bodies of the dead

le
te
ga
in
fo
th
fa
he

to
in
Cl
er
th
ag
th
re

th
br
ti
ve
br
Pi
en
to

to
Fe
m
eff
or
gil
Al
me
Th
act
we
Hi
erc

of
ler
cor

D(

Col

S
oth
Roc
war
ton
er.
live
in
par
spe
tica
tori
spe
Min
A
Ced.
and
field
high
A
trab
of s
unad
spec

Pi
first
meet
Poff
here
devo
ative
ics o
the
Ame
seven

WEATHER FORECAST.

West Virginia: Fair Saturday, colder in east portions; Sunday increasing cloudiness.
Virginia: Fair and colder Saturday; Sunday fair, moderate north and northeast winds.

acting for his government.

Three Brothers Killed.

The bodies of Jack Chandler, Charles Chandler and Will Chandler, three brothers, who were killed in the explosion at Jed, were carried through this city yesterday en route to Coeburn, Va., where they will be buried. Bowed down with grief the aged father of the boys went back home with them. While here Mr. Chandler said he had lost his three boys in this explosion, and his two daughters, both married to miners, recently lost their husbands in an explosion, thereby wiping out the entire male line of the Chandler family, with the exception of the aged father. The father said yesterday that his name would disappear with him, and he seemed overwhelmed with pain and grief. The Chandlers are Americans.

Mine Bureau Doing Good Work

Commenting on the federal mine rescue service and the federal mine bureau, operators and others who are in the coal business appear to regret exceedingly the differences which arose between the men in the mines and the rescue men. They seem to feel that the federal mine bureau is doing a good work, and yet in its infancy. The operators especially appear to appreciate the presence of Chief Engineer Rice, Assistant Chief Engineer Deike, and

present the play at the Welch opera house on the night of Thursday, April 11. The proceeds of the entertainment will be contributed to the fund for the benefit of the widows and orphans, left destitute by the explosion at the Jed Coal and Coke Company. It may be said for the company, which is composed of Bluefield people, that its work is of a very high order and unusually good for amateurs.

PATHETIC FIGURES

Are Children Made

The picture of Jed n have Litz where ing in bringi

W
W

of the miners, one third of whom are people dependent upon them.

Coroner's Inquest Long Way Off.

The coroner's inquest will not be held for at least ten days. Dr. McCulloch said yesterday the inquest cannot commence until the state mine department completes its examination of the mine. Every body is being