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The Weekly Beacon--Supplement.

AKRON, OHIO, JULY 17, 1872.

THE BURNING MINE!

STORIES OF THE SURVIVORS

Testimony Taken at the Coroner's Inquest!

Interesting Statements Regarding the Origin of the Fire—Narrow Escape of Miners—The Construction of the Mine—Etc.

[Correspondence of The Beacon.]

Ravenna, O., July 9, 172

Herewith I send you the testimony elicited at the Coroner's inquest in the Atwater mine disaster. It will be found to be of absorbing interest. The verdict you have already published. R.

ANDREW STRONG'S STATEMENT.

Andrew Strong being duly sworn testifies as follows: My name is Andrew Strong; my age will be 21 years July 28, 1872; reside at Atwater, and by occupation generally am a farmer. I have done some work for the Atwater Coal Company. I commenced work this last time three days previous to July 3, 1872, and was employed in the place of a man who went off. On the 3d of July, the date of this accident, I was at t e bottom of the slope in the mine, hitching cars and pushing back empty ones ready for the teamster. I went into the mine at 7 o'clock in the morning of July 3d, and remained till noon. I went again with the teamster, a stranger to ... little before 10 o'clock. I staid in ...ile, until Richard Roberts, "Pit Boss," came down, and by his direction I went up in a car to get some props; I immediately got the props; sent them down on a car, and followed after on foot down the car-way. I staid down until the fire broke out.

THE FIRST THING I KNEW

Of the accident, I was standing about three yards back from the foot of the slope. I heard a snapping and cracking, and a very loud whirl and roaring of the air, and a very powerful draft up the slope, which would pretty near pull one in. I first saw the smoke and the light coming through the cracks of the brattice or partition near the furnace, between the man-way and the car-way. This was 10 or 15 feet up the slope from the furnace. I went up the slope a little way and saw the smoke and light through the cracks, and heard the snapping and knew something was wrong. I ran back down the entry and gave an alarm by crying "fire" three times; then I started for the outside. When I got nearly out of the slope, I saw Jim Hommell at the mouth of the slope and heard him holler "If you miners don't get out of here, you'll smother." I got out and cried,

"BOYS, THE SLOPE IS ON FIRE!"

The slope was black with smoke all the way up as I came, and I could see nothing. I was the first man out. I then went back a ways as far as I could stand and cried fire again. I was also employed that day to attend the fire in the fire in the arch at the bottom of the slope. Richard Roberts, the "Pit Boss," directed me to attend the fire that day. I received all my directions from him. I fixed this fire several times that day. I put on two shovelfuls of coal each time, as near as I could tell. The last time I put coal on the fire was not more than five minutes before I discovered the fire. When I went into the arch, everything was all right as far as I could see. The light I first saw seemed to be square across from the front of the arch; it might have been a little further up. The last time I saw Mr. Roberts, the Pit Boss, was about a quarter or half an hour before the accident. He came down and told me to attend to the fire, and I did so a little time after. The front of the arch is nearly even with the bottom of the slope—a little back, I think. When I got out to the mouth of the slope there was no fire yet at the mouth of the man-way.

ANOTHER SURVIVOR'S STORY.

David Lewis being duly sworn deposes as follows: My name is David Lewis, age 42 years, and by occupation a miner, and have been a miner for 32 years. I commenced work for the Atwater Coal Company about the 16th of May 1872. I was working in the mine on the 3d of July at the time of the fire. I went in at 7 o'clock and came out at 12, I went in again at 1 o'clock and came out again. I went in the third time about ten minutes before the fire Mr. Richard Roberts, was with me when I came out and when I went back. After Richard and I went in, we went to work putting down a parting in the main entry, about from 100 to 120 yards from the bottom of the slope. The first thing we heard was

A LITTLE BOY CRYING;

then says Richard "hush," and we listened and heard him crying again. Then we commenced running, as we thought perhaps the boy was hurt in some way; and when we had run towards the boy about 70 yards we met the smoke coming in. Then we said, one to another, "there is fire in the slope," and we commenced crying "fire in the slope" to alarm the others in the mine. Then we ran as hard as we could, and hollered, and came back as fast as we could through the smoke toward the bottom of the slope. There I knocked myself against a loaded car, and I suppose Richard did also; anyhow I lost Richard there, and just there I met the little boy, George Hofford, and bade him follow me. (The boy was employed in the mine to open and shut a door). I went on my way as quick as I could to get out of the slope. The place was all full of smoke clear up to the top of the slope. I saw no fire. I ran up the car way out of the slope. As I passed the furnace I saw no fire, but I could hear it roaring up the mainway, and could hear the timbers inside crackling. I had got 10 or 15 yards from the bottom of the slope before I heard the crackling. That point was the hottest place I found, and I was almost forced to stop. I ran up

ON MY HANDS AND KNEES

Thinking to get better air that way. I was the first miner out. When I got out there was no fire at the mouth of the slope, nothing but smoke. I heard no alarm whistle while in the mine. It was blown after I came out. We could ordinarily hear it in the mine. The people outside knew there was fire inside when I came out. I have sometimes met bad air in this mine before the fire was put at the bottom of the slope. I never have discovered any fire damp or explosive gases in this mine. I saw nothing unusual on the day of the accident. Since the arch has been at the bottom the air has been good. There was iron to protect the timbers near the arch, but I did not consider it safe; it came too near the wood work.

JAMES HOMMELL, THE ENGINEER.

James B. Hommell, the engineer, being duly sworn, says: My name is James B. Hommel; my age is 24 years; residence, Atwater township, Portage county, Ohio, and am by occupation an engineer in the employ of the Atwater Coal Company, and have been in their employ since October, 1871. I run the locomotive engine, and have charge also of the stationary engine at the Company's bank. On the 2d of July, at fifteen minutes past one o'clock, I went down the slope in the mine to see how many cars we could load outside. When I was coming back past the bottom of the slope, Andrew Strong, who had charge of the cars there, told me he had been firing up in the arch to clear out the powder smoke made by the blasting. I came to the top, and went into the engine house, riding up on a car. When I got to the top of the slope into the engine house,

I HEARD A KIND OF PUFF,

and I looked around to see what it was, and I then saw the slope was on fire by the smoke that was coming through the brattice or partition between the air way and track way, and was also coming out of the air way stack at a great rate. I then ran down to the mouth of the slope, and cried to Andrew Strong, the man at the bottom, to have the miners come out, that the slope was on fire. He told Hofford's boy to go back in the entries and tell the men that the slope was on fire and to come out. The man at the bottom, Andrew Strong, then came out. When I came up the slope in the car, just before the accident, I saw nothing unusual, and smelled no smoke; everything was as usual. I saw no blaze of any kind after the explosion. It was simply a dense smudge. I staid till two men came out alive and then went for a doctor. I blew the whistle ten minutes after the alarm, and as soon as the first man came out burned, I blocked the whistle down and went for a doctor.

THE CONSTRUCTION OF THE FIRE ARCH.

I am acquainted with the fire arch at the bottom, and its construction. It was an arch five feet in length, I should think, and was built up two feet wide with square sides to the grate bars; from the grate bars it was built over in a half circle the full length of furnace. Back of the arch it was lined with sheet iron to keep the heat from the timbers at the sides for a space or length of six feet. At that point the heated air came out in the man-way. This sheet iron lining was blocked away from the timbers with fire brick and did not touch the wood. One side of the arch was against the coal—the other side was next to the slope timbers. The material over head was slate. The nearest point of the arch was the length of a firebrick from the timbers—eight inches, I believe. I don't know whether the roof of the man-way was sheltered with iron or not, where the heated current came into it. It was six feet from the end of the arch to where the heated current entered the man-way. I was in the man-way back of the furnace to examine the steam pipe to the pump, every other day, before fire was built in the morning. I have never given the timbers back of the archway particular attention, but when in there I always looked to see if anything was wrong with the timbers or arch. The slope has always been wet more or less, from the bottom 70 feet up, always water dripping down. I did not see the furnace when I talked with Andy Strong just before the accident. I never go into the man-way while the arch fire is burning. I tried once but could not stand the sulphur. There was little heat, but the sulphur smoke was unbearable. I was at the mine when the brattice or partition was made. It was filled in with coal slack at the bottom and saw-dust at the top.—The arch above the grate was four inches thick, just the width of fire brick, if single. I was of the impression it was single. It may have been double. It was put togther with ground potter's clay. It was laid up by Richard Roberts, the "Pit Boss." I never examined the arch to see if it was cracked. I can't tell exactly when the arch was put there, but it was more than four weeks ago. I saw the body of Wm. Roberts brought out. He was burned. His clothes all but his drawers were burned off him. I brought Benny Jones out alive at the time of the accident. He was down five yards from the top, lying on his face, appearing lifeless. There was no fire near him, but very dense smoke. The heat where I found him was not great, but the sulphur smoke was unbearable. The air in the mine before the furnace was put at the bottom, was bad, especially in the after part of the day. After it was changed to the bottom, I put a steam blower in the stack, and the air was good, the draft being first-rate.

TESTIMONY OF THE SUPERINTENDENT.

Philip M. Wales being duly sworn, testifies: My name is Philip M. Wales, age 27 years, residence 206 Paley street, Cleveland, Ohio; occupation Superintendent of the Atwater Coal Company's mines, and have been since April 15, 1872. July 3d, 1872 I was at the Coal Bank an hour or so in the morning. At the time I heard the alarm I was at my boarding house, about one-half mile from the mine. (I hurt my foot about a week since by running a miner's pick into it and am unable to be out except upon crutches, and then only for a very short period at a time.) On hearing the alarm whistle, I thought at first it was an accident to the whistle which happened once before; but I soon changed my mind and sent Mrs. Garrison down the road to see if there was any thing unusual about the mine. She immediately came back and told me it was all on fire she presumed, as there was a dense smoke coming up. Mrs. G., and I went to the barn to get a horse. By the time we got the horse hitched up, Jake McKenzie the engineer, came running over and told me the whole slope and mine were on fire, and that the men were all in the mine and probably dead. We hurried as fast as the horse would take us. It was probably twenty minutes after the first alarm that we got there. I found flame bursting out of the man-way or air course, and a heavy smoke coming out of both the car-way and air-way. The only flame then was coming out of the air-way, the fire not having got through the brattice or partition between the two ways. The partition was plank, filled in between with stock, saw-dust and dirt to make it air tight. Just as I got there the last live man was brought out, Mr. Lang, who was then insensible. The men were engaged in throwing water on the partition and timbers as much as they could. I ordered the planking on top over the timbers removed so that they could get at the air way to throw on water. They opened up or took off the top about 15 feet down. I was in hopes to find more men, but found none. We continued to throw water, until the fire was extinguished as far down as we could throw water from buckets. The fire continued raging below. Many of the men around insisted upon filling up the entrance in order to smother the fire, but I would not allow it done, as I hoped that some of the men had got back into the entries and if the mouth was closed they would necessarily have been smothered by the smoke if any were alive. I ordered a hole drilled from the top down through into the main entry at its terminus. The hall was completed and put through at half past 10 o'clock on July 4th. The men upon drilling through commenced calling down and making other signals for an hour,

BUT THEY GOT NO RESPONSE AT ALL.

I then concluded the men were all dead, for they could have heard the drill as soon as it struck the slate. During this time the men were also at work sinking a shaft. I left at 8 o'clock on account of my injury.

The mine was remodeled by having a double passage way in the slope, the larger, or car way, to be for a fresh air passage, the smaller passage, or man-way, to be used in connection with air courses running with the entries as an exit for foul air.—This worked very well for a short time, while we had but a few men here, without anything to assist the draft; but when we got more men in at work, and made more powder and smoke from blasting, the air became dense and heavy, and the ventilation entirely ceased without some aid. At this time Esay Roberts suggested putting a fire-arch near the top, connecting with the man-way and a door near the top, so as to turn the draft through the arch and up out of a stack. This did not prove a success by any means, and did but little improve things. Shortly after that was built, Richard Roberts succeeded Esay Roberts as "Pit Boss." At his suggestion, as well as that of several of the miners, the fire arch was removed from the top, and placed at the bottom of the man-way, in, as we supposed, a secure position. This change helped the ventilation very materially. There existed a doubt in my mind at the time we were working the arch whether it would be entirely secure against fire; but Richard took every means to make it safe, and often assured me it was perfectly so. I never heard a word from the miners that they considered it unsafe. The man-way was planked on both sides down to where we got to solid material, when the side next to the earth was discontinued. The plank partition between the man-way and car-way was continued clear to the bottom. The roof of the man-way and car-way was wood clear to the bottom. After you get about 75 feet down the slope, the timbers were perfectly saturated with dripping water clear to the bottom. The arch was not constructed in the man-way. There was an excavation made in the coal on the earth side, and the arch built therein, and then the connection made from the arch to the man-way by the boiler iron. Roberts put up, I think, the arch at the base of the fire was about two feet from the man-way timber. Then at the end of the arch it would be about two or two and a half feet to the roof timbers, and the partition would be about five feet from the arch at the nearest point.

HOW DID THE FIRE ORIGINATE?

Question.—"From your knowledge of the mine, the location of the fire-arch, the ventilation and the man-way, did the fire originate by the burning of the timber at fire-arch, if not, where?"

Answer.—"Well, in the first place, those men working at the mine can tell when they get to the timber whether they are burned. But, according to the best of my judgment, from information given me of the first appearance of the fire, I believe it to have been an explosion of gases in the man-way. The flames rushing the whole length of it set fire to the dry timbers at the top, and burned back into the mine."

Question.—"Have you had any knowledge of gases, fire damp, or black damp in the mine?"

Answer.—"I have not had any knowledge of any explosive gases in the mine."

Question.—"Was it made the duty of any one to examine the mines at any time to ascertain the presence of these gases?"

Answer.—"There was no such duty to be performed, no one ever having detected any necessity for such examination. At least none ever came to my knowledge. I have never had experience in mining until I took charge of this mine. I am, and was outside manager. Richard Roberts had full charge in the mine, and I depended on him in matters inside. There was 739 square yards of entry work. We have just commenced turning the rooms."

MARVELOUS ESCAPE OF BENJAMIN JONES.

Benjamin Jones, being duly sworn, deposes: My name is Benjamin Jones; my age is 33 years. I am a miner by occupation, and have been underground now about 25 years. I have been in the United States 8 years. I commenced work in the Atwater Mine July 1st, 1872, two days before the accident. I was driving the mule in the mine on July 3rd 1872, at the time of the accident. My employment in mines is mostly as a digger. At the time I first knew of any thing wrong in the mine, I was on the right hand side of the main or west entry, about from 70 to 80 yards from the bottom of the slope. I had just taken the mule there looking for a full car. There was no full car there and William Roberts was loading a car and I was waiting on him. While waiting I heard some man holloring from the bottom of the entry where I was. I thought by his voice it was Richard Roberts. The words used were,

"HURRY OUT RIGHT STRAIGHT, MEN!"

I started just at that word. I took and turned the mule around, trying to get him along with me, I got him, I think, within ten yards of the main entry. Then I passed the mule and as soon as I came down to the main entry the smoke was right thick there. I made my way right straight out from there to the bottom of the slope. There I met the first hindrance which was by what I could guess five or six men who seemed to be like as if

THEY HAD LOST THEMSELVES

and did not know what to do. When I got to them they parted so I got through them and over one that had fallen. After I stepped over that man I went perhaps five or six steps, when I too fell on my hands and knees. I got hold of the "T" rail as I fell and crept up by that, keeping hold of it all the way. I came up to where I thought I could see the day light, when I heard the voice of James Hommell who came down and helped me out. I found the heat on my way out as soon as it came to the main entry. I can't tell where I found the most heat, but it continued up the slope to where James Hummell reached me. If Hummell had not come in, I could never have come out alive. I saw no fire at all on my way out. These men I passed were standing, all but one, and seemed to be feeling around, as if lost. I heard no alarm whistle at all. I never discovered any damps or explosive gases in the mine.

ESAY ROBERTS, THE EX-SUPERINTENDENT.

Esay Roberts, being duly sworn, deposes: My name is Esay Roberts; my age is 56 years, residence, Fox township, Carroll county, Ohio, and am by occupation a coal mine superintendent, and have been for 20 years past. I was employed by the Atwater Coal Company in July, 1871, to superintend putting down the shafts, and was afterwards employed to put down the slope to their mines. I was Superintendent up to May 1, 1872. This slope was made 14 feet wide at the bottom, and 9 feet wide from post to post at the top. It was 6 feet high in the clear. The sides and roof, the posts collars and planks and sills were all oak. It was planked all around on all sides down to to the rock, where no plank siding was needed. The top was was planked clear to the bottom of the slope. It had a partition running the whole length of the slope. This was on the easterly side cleaning about six feet. In the west side of the car way, about three feet at the top on the easterly side for a man way and ventilation. This was between four and five feet wide at the bottom. This partition was composed in part of oak, the balance beach, and made of inch stuff, boarded sash side of six inch post, thus making it six inches thick. This space was filled in with rubbish out of mine, some slack, fire clay, and a small amount of saw dust and other dirt. The ventilation was carried on from the bottom of the slope connected with all the entries. The fire arch used in the ventilation was at the top of the slope 10 feet from the man-way when I left the Superintendency of this mine in May, 1872.—This fire arch was 10 feet long and 6 feet wide. This manner of ventilation by this fire arch operated very well while I was there, the current of air being very strong. Richard Roberts succeeded me in the Superintendency in May, 1872. I recommended him to the company (Mr. Hutchins) as a good, honest man. He was a practical miner. He worked with me three years and I never saw anything lacking with him. I know nothing about the change of the fire arch to the bottom of the slope. I was here at my daughter's afterward; never was down in the mine since the change. I cannot tell definitely the amount of slack in this partition, nor when it was used. I have been down the slope since the fire as far as we could go. We cannot yet reach the bottom of the slope. From about half way up the slope to the bottom, the slope was kept wet with dripping water enough to make a running stream. I think this moisture will keep the filling in the partition wet, so that it could not be inflammable. I was present when six bodies were brought out. I was appointed to recognize them. One was brought out just as I came, and five afterwards. I did not know them all. This was July 4, 1872.

THESE BODIES WERE BADLY BURNED.

These bodies were found within about three rods of the slope. The man found before I came, Mr. William Roberts, was found within twenty feet of the top.—Where these bodies were found the timber had burned through and let the dirt fall on them. I could recognize these men but that was all. I recognized John Williams by his shoes, and Richard Roberts by the side of his neck. They appeared to be roasted. One of the strange men whom I did not know, was badly burned in the abdomen. The upper parts of their bodies were most burned. They were surrounded with burning timbers, boards and dirt.

ANOTHER THEORY.

When I first heard the report of the accident, I was of the opinion that this fire came from the furnace at the bottom, but I have now changed my opinion, which I will give: I think the men were bound to be all saved if it came from the fire in the furnace, for the reason that they would see the smoke before the fire would burn any body, and have a chance to come out. The track way for them would be clear, as the fire would all be at the bottom. Instead of this it was at the top, and burned them all up. They generally blasted just before going to dinner. I think some of these blasts fired some explosive gas, and when, after dinner, the boy fixed the fire, the gas was drawn into the fire below, and thus the fire shot up to the top of the slope, and set fire to the top and burned backward. I think this from the fact of its suddenness, and that all the men were killed near the top I never detected or heard of any gases in this mine, except the black or sulphur damp. There were no fire damps that I know of, but I think it was fired by blasting and caused this disaster. I am acquainted with the black damp. It is not explosive but will smother. I know of no explosive gases in this mine. I think explosive gases were formed in the Salineville big vein at no greater depth than the depth of this mine. The explosive gases are found in the roof first. It is lighter than air and rises. It will follow the roof and does not settle to the ground. The means of communication in this mine was by wire and was in good condition. The wire acted on a knocker in the engine house. There was no knocker at the bottom of the slope, unless it was put in lately. This would only convey intelligence from those inside to to those out. There was no means of communicating from the outside only by the whistle. If anything was wanted inside they had to go down. If this accident came from explosive gases, I should think the furnace would be shattered by the explosion. An investigation when we get down may afford some light.

TALK OR ACTION AGAIN.

Grant's Civil Service Reform in Actual Operation.

[From the Pittsburg Commercial.]

Those who have honestly opposed the introduction of the system of competitive examinations of applicants for appointment in the Civil Service, on the ground that such examinations are not a fair test of the executive capacity or practical ability of the candidates, will have most of their objections removed by learning that the range of subjects on which candidates are examined is limited to those that pertain to the duties which are to be performed by the appointees, and not to theoretical questions on scholastic attainments, and that no one who has a good common-school education need fear a rejection on account of lack of knowledge on abtruse subjects which do not relate to the business of the office which he seeks. The examinations are public, and the rules adopted by the Advisory Board are being enforced with the utmost impartiality, without the slightest regard to outside or partisan influences. Thus far the plan is said to work well. On the 18th of the present month the Examining Board of the Interior Department will examine a large number of applicants for positions as first-class clerks and examiners' clerks in the Patent Office, and on the 22d there will be an examination open to all clerks for promotion to the position of Second Assistant Examiner of Patents. These competitive examinations were instituted in the Patent Office before the Civil Service Boards were heard of.

THE CONNECTICUT LEGISLATURE.

What They are Doing at the Old Home—Some Laws of General Interest.

[Correspondence of The Beacon.]

New Haven, Ct., July 3, 1872.

There may perhaps be a few items of some interest to readers of The Beacon pertaining to legislation in this "semi-capital," and, by the way, the question as to whether the State shall hereafter have one or two capitals, comes before the Legislature every year of late in some shape. Hartford is trying to get a Constitutional Amendment making Hartford the sole capital, and New Haven offers for acceptance a proposition to build a State House, costing one million, to be given to the State as an inducement to continue New Haven as *one* of the capitals. The contest this year on these questions was sharp, but neither short nor decisive. The proposed amendment received a majority vote in the House, which carries it to the next Legislature, where it will have to get a two thirds vote of both houses to carry it to the people. The New Haven proposition goes to the next Legislature also, but will require only a majority vote of both houses for acceptance.

The most important bill yet passed is one for repeal of the usury law, and making any rate of interest legal that is specified in the note and six per cent. where no rate is mentioned. Bills for reducing railroad fares to two cents per mile, where they are earning 10 per cent. or more on the capital, and for taxing premium notes of Life Insurance Companies are before the proper committees and will probably elicit considerable discussion in both houses. There seems to be a general disposition in the House to increase the tax on these insurance companies. The disposition to reduce railroad fares is less than it should be, as many members are interested as stockholders, &c.

The temperance question, or rather, perhaps the liquor question, will probably occasion considerable discussion, several bills having been presented—one for State Constabulary, one for punishing those who keep a reputed liquor shop, and one making debt contracted for liquor invalid—the Ohio law is regarded with favor by a considerable number and is somewhat included in the latter of the above named bills. It now seems doubtful as to any of them going through. The radical temperance men have some impracticable notions and seem to think a stringent law will execute itself. A good many *temperate* people are not in favor of total abstinence. But enough of this for the present. B. L. O.

BROOKLYN, N. Y.

The Heated Term—Exodus to Europe.

[Correspondence of The Beacon.]

Brooklyn, N. Y., July 6, 1872.

We have had an unusually high temperature here for about ten days past which has proved very destructive to animal life. The death lists in New York and Brooklyn for the last two weeks remind one of years past when some fatal epidemic raged among us. We have had fine showers for two days past, and to-day the atmosphere is quite endurable.

This "heated term" has done its work, however, in driving people to the country, to the seaside and to Europe. Such an exodus to Europe was never before known, as the shipping lists this season present. H. S. W.

THE BEE LINE.

An Extensive and Exclusively Ohio Enterprise.

[From the Columbus Statesman, July 5.]

The great increase which has taken place in the number of miles owned and controlled by this road is not generally known, and is much larger than one would at first suppose. The main line from Cleveland to Columbus 138 miles (formerly Cleveland, Columbus and Cincinnati); Crestline to Indianapolis, 207 miles, (formerly Bellefontaine Railway); and 50 miles, Delaware to Springfield, Ohio, hitherto known as "Springfield Branch"—395 miles in all. No part of this system is controlled by the Pennsylvania Railroad Company, or any other company. This company has leased that part of the Cincinnati, Sandusky and Cleveland road *between* Springfield and Dayton, and has aided in the construction of a new railway—Dayton to Cincinnati—and taken a lease of the same, and will begin to run through trains between Cleveland and Cincinnati by that route on Monday next, July 7.—This company's mileage, owned or controlled, may be stated as follows:

	Miles.	
Cleveland to Columbus	138	
Crestline to Indianapolis	207	
Delaware to Springfield	50	
(Covered by annual report)	395	
Springfield to Cincinnati (included)	79	
Total		474
To which may be added:		
Indianapolis and St. Louis Railroad (one-half stock owned by this company)	251	
Dayton and Union Railroad (controlled and owned by this company)	47	
Springfield and Illinois Southeastern Railroad (controlled by this company)	288	
		586
Total owned and controlled		1,101

This shows the company, as we stated the other day, to be the most extensive railroad corporation managed by Ohio capitalists in the State, and one of the leading lines in the whole West.

An interesting account has just been published of the doings of the Paris siege balloons, which show that ballooning is by no means so dangerous a mode of traveling as many would have us believe. Out of sixty-four balloons which left the French capital, only two came to a bad end, and as these were lost at sea in trying to escape the enemy, it is but fair to suppose that they would otherwise have descended safely.

Ravenna and Vicinity.

[From the Ravenna Democrat.]

Marvin's block, Ravenna, was slightly damaged by fire last Monday morning.

The annual gathering of the Nantucket people was held at Rootstown on the 4th inst. and was, as usual, a very enjoyable affair.

On the Fourth, Charles Lawrence, a porter at the Etna House, was "drugged" by two men and robbed of $10—all the money he had. One of the robbers was arrested.

H. Corlett, a baggage master on the A. & G. W. R. R., came near being killed one night last week, his head coming in contact with the bridge, just east of Aurora station, while he was standing on top of a passenger car. He was carried to Mantua where he lay in an insensible condition several days, life being despaired of. An improvement in his condition is reported.

A Mantua turkey of the Thomas persuasion, whose mate faithlessly left her brooding nest, took quiet and patient possession, performing the maternal functions to the best of his abilities until, becoming discouraged with his prospects, sought a nest of common hen's eggs and began operations on *his own hook*, where he is at present, hard at the setting business.

At 8:30 P. M. Monday, a fearful howl rolled up Main street in an open, two-seated wagon, which spun around to the private entrance to the County Jail. This howl, which was terrible in the extreme, proceeded from a woman, Margaret Cole by name, who was brought from Kent by Deputy Sheriff Canfield, accompanied by three men. The woman is about fifty years of age and had acquired a homestead in Kent, on which, some time since, she allowed, by her signature, a mortgage to be placed. As such things are conducted by law, the property passed from her ownership, but not possession, for that she contested physically She whipped out four men, who are considered athletic in Kent, who attempted to remove her from the premises, and she gave Mr Canfield serious battle. He was sent Monday afternoon to require her presence at Ravenna, to answer a contempt of Court. He found she had made the house a castle, barred the doors and armed herself with a club, an axe and a pistol. Summoning two men to his aid, Canfield, after trying persuasion, battered open a door. Margaret undertook to club him but was foiled, when the officer tripped her down, and with his assistants handcuffed her. Then she commenced to howl like a mad woman. She screamed all the way to Ravenna, screamed all night in jail, tore her clothing from her person, and cursed God and man.

A "Reform" Senator's Brother-in-Law.

[From a sketch of Lyman Trumbull in the New York Times.]

Soon after Mr. Jayne cast his vote for Mr. Trumbull, and when Mr. Jayne's legislative term was only begun, Mr. Trumbull applied to President Lincoln to appoint Mr. Jayne Governor of a Territory. Mr. Lincoln remonstrated, saying that to take Mr. Jayne from his place in the Legislature of Illinois would leave the body to which he belonged without a Republican majority, which, in view of measures essential to carrying on the war, might lead to a public injury. Mr. Trumbull was impervious to Mr. Lincoln's objections, and succeeded in carrying his point, and his brother-in-law was appointed Governor of Dakota.

By this act, as Mr. Lincoln foresaw, the Republican party lost control of the Legislature of Illinois. And here, though out of the order of events, another fact may be stated, in connection with this same brother-in-law. The pension agency at Springfield, Ill., was given by President Grant to Gen. Bloomfield, who earned his promotion and lost a limb in the war. Presently Mr. Trumbull coveted the place for his brother-inlaw, Jayne, and applied to the President for it. President Grant told him of Bloomfield's services, and sufferings, and bravery as a soldier. He reminded him that Bloomfield was an unexceptionable officer, that he was an ardent Republican withal, and at the same time saying that if any trust was appropriate to a wounded soldier, it was the business of paying to other wounded soldiers their pensions; and he appealed to Mr. Trumbull not to ask him to turn out such a man, merely because the position was asked for another. Mr. Trumbull met these suggestions with importunate solicitations that the place should be given to his brother-in-law, and in the end the President yielded, and Bloomfield was turned out and Jayne put in. Turning out and putting in men from favor is a new aversion of Mr. Trumbull; preferring relatives is only lately a sin in his eyes.

A Universal Vacation.

The most reliable indications in the business centers of the East point to a very dull period of five or six weeks. The national holiday being over, the season of summer stagnation is inaugurated, and promises to be more depressed and protracted than ever before. The intense heat is driving thousands from the counting house and the office to seek recreation either on our own shores or in Europe. The strikes have so seriously interfered with business as to afford many firms and heads of departments a pretext for taking a rest. The distractions caused by the Presidential election contribute their share in depressing business, and a period of comparative inactivity seems inevitable. These indications should not be regarded as at all unhealthy. They show that Americans are beginning to realize how hurtful it is to keep up business with unabated energy during the heated term—a folly not attempted in any other country. Nothing will be lost pecuniarily either to individuals or to the nation, by the casing up or partial suspension of trade during the ensuing two months, while much will be gained in a social and sanitary point of view.

A snake bit a man in Atlanta, Georgia, last week, and then immediately bit itself. The man was living at last accounts, but the snake expired immediately. The man was drunk.

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