

it about half tamped when we heard coal running. I said to him, 'Somebody cut a feeder of gas, we better go.' When we got out the gangway as far as No. 16 breast the gas exploded, the concussion of which blew our safety-lamp lights out. We went out as far as the tunnel, where we got light. I sent Snyder for Benjamin Lawrence (the fire boss) who was in the No. 9 vein, west gangway. I went in the No. 8 gangway again as far as breast No. 14, was going to go up the chute to call the men, when the gas put out my light. I went out to the tunnel, in the dark, a second time for a light, when I met Benjamin Lawrence, Thomas Jones, and James Argast. After I got a light we went in as far as between breasts Nos. 16 and 17, but could not stand the foul atmosphere. We had to go out the gangway as far as between breasts 13 and 14 to get some fresh air. After being there awhile we went in again. The air was moving the gas. We, with others, worked there until all the men were gotten out."

In about two hours after accident, Tucket was found in inside manway of breast No. 16. Inside of manhole door Duceman was found in about half an hour after Tucket in his (Duceman's) manway, but was not gotten out until five (5) o'clock next morning. There were fifty-two (52) cars loaded before he was gotten out. Koble was found and gotten out in about three hours after Duceman. He (Koble) was lying on his face in cross-heading next to face, and between breasts 16 and 17. Fox was found in about half an hour after Koble in his own (16) breast among the loose coal, about twenty-three feet down from face of his breast. They were all more or less burned by the explosion with the exception of Koble. The explosion did not touch him.

Suffocated by Gas from Mine Fire.

ACCIDENT No. 1.—William Clark, William Taylor, William Carroll, and Patrick Haley, miners; William Shankweiler, laborer; George Betz and Robert White, night engineers, suffocated in Greenback colliery on August 20, 1884, by gas from mine fire in Buck² Ridge colliery. On the morning of the above date, the latter colliery was discovered to be on fire. Prompt measures were taken to close all openings to the surface, so as to confine it within its then present limits as much as possible. Later in the same day, the Greenback colliery was taken possession of by the Philadelphia and Reading Coal and Iron Company. Immediately thereafter, it was decided to drive a hole from the face of the Greenback colliery lower lift No. 8 vein, west gangway, across the line pillar (between both collieries) into the Buck Ridge colliery, for the purpose of flooding and extinguishing the fire. Nine men were selected to drive the hole, viz: William Clark, William Taylor, William Shankweiler, William Carroll, Patrick Haley, Dennis Burns, John Strausser, Peter Strausser, and Charles Taylor. The three former went down at three o'clock in the afternoon to drive the hole, and were relieved by Carroll and Haley at eleven o'clock that night, (Burns was not with them.) That was the last seen of them until they were found dead. About half-past six o'clock on morning after, Peter

Welter, (stable-boss,) while going down the slope on an empty car to feed the mules, saw two men lying dead in the slope. Being almost overcome with the gas, and seeing what he did, he got off the car, came back up the slope, and reported what he had seen and how he felt. Shortly after, it was discovered that the gas from the Buck Ridge colliery mine fire had escaped into the Greenback colliery through the old water-level workings, (both colliery workings being connected at that point,) and suffocated the men. Measures were at once adopted to remove the gas and get the men out of the mine. On Friday, the 22d, between one and two o'clock in the afternoon, the exploring of the mine in search of the men began, shortly after which the first man, William Clark, was found. About five o'clock on morning of the 23d, the last two men, William Carroll and Patrick Haley, were brought out of the mine. William Clark and William Taylor were found in the slope; Shankweiler was found in the traveling-way, between the old lift and the water-level drift. The boy White was found lying on a bench in his pump engine-house at old lift. Betz, the other night engineer, was found at slope bottom under the bell wire. Carroll and Haley were found on gangway, a short distance out from face where they were to drive the hole. Carroll was lying about three yards outside of Haley.

Premature Blasts.

ACCIDENT No. 1.—Thomas Philips, miner, was killed by the premature explosion of two blasts in Bellmore colliery on June 20, 1884. At time of accident deceased was working by night, driving the Skidmore east-gangway air-course from inside cross-hole outward, to meet other men who were driving in towards him. About half past eleven, p. m., John Crawford, one of the men driving the air-course in towards deceased, went in to see how he was getting on. He, deceased, had a hole drilled at face about three and a half feet deep and was drilling another on low side to clear the cut. He told Crawford that he intended to fire both holes together. After conversing awhile with deceased, he, Crawford, went to his work; shortly after he heard both blasts go almost together. About half past five o'clock, next morning, when deceased was found dead by David Stitzer, night-boss, he was lying on his back, his head in towards face, feet out towards cross-hole; he was about six feet out from face and about twelve feet in from cross-hole.

ACCIDENT No. 2.—Samuel Grego, miner, died August 7, 1884, from injuries received five days previous, by a premature blast in Luke Fidler colliery. At time of accident, was working in breast No. 13 of the west gangway, No. 10 vein, down in slope. After tamping a hole and lighting the match, while on his way to the cross-heading, the blast exploded, some of the coal striking and injuring him to such an extent as to cause his death in five days after accident.

ACCIDENT No. 3.—Andrew Yellen, miner, died October 2, 1884, from injuries received on same day, by a premature blast in Cameron colliery.