

1884. This accident occurred about eight o'clock, A. M. When found, he was lying on his back dead, his body caught in the cogs, and his clothes twisted around the cog-wheel shaft.

ACCIDENT No. 8.—Joseph Quigley, loader, died of injuries received by being crushed between top of loaded mine cars and chute, in Bellmore colliery, on September 15, 1884. Deceased, after loading two cars at inside chute of breast, No. 20, in West Skidmore vein, stood on the high side bumper of the last car. The driver, who was bringing two loaded cars with his out the gangway, before bumping his, hallowed to de cease to “look out.” Unmindful of the danger, he stood where he was until the cars bumped, moving them outwards, striking his head against the chute, and throwing him back over the car behind him, crushing him between top of car and chute, inflicting injuries of such a nature as to cause his death in about five hours after receiving them.

ACCIDENT No. 9.—William Davis, driver, died of injuries received by being crushed between mine cars in Keystone colliery, November 22, 1884. By the evidence given at inquest, there were two drivers driving at this (west) side, namely: Charles Moyer and deceased. On morning of accident Moyer went first with his mules, empty, (there being loaded cars inside on gangway after the night shift,) deceased following him with an empty trip of cars. A boy by the name of George Hughes, whose duty it was to fix the tongues for the loaded track, after the empty trips passed in, was detained outside, on top, waiting for oil. Consequently, deceased's loaded trip, on coming on turnout, ran down the empty track, crushing him between the empty and loaded cars, inflicting injuries from which he died in about eleven hours after receiving them.

Suffocated by Sudden Outbursts of Carbureted Hydrogen Gas and Rush of Coal.

ACCIDENT No. 1.—George Story, miner, suffocated by a sudden outburst of carbureted hydrogen gas and rush of coal in Tunnel colliery, May 30, 1884. At time of accident, deceased and another miner, named Henry Gill, were employed driving chutes and headings in west gangway, Gill in the outside and deceased in the inside chute. About nine (9) o'clock, A. M., a rush of coal from face took place, caused by a sudden outburst of carbureted hydrogen gas, which suffocated deceased before he was extricated. In about nine (9) hours after accident, and after forty-five (45) cars of coal and dirt were loaded, deceased was found at outside rib of chute, about twenty (20) feet from gangway.

ACCIDENT No. 2.—By which Joseph C. Duceman, John Fox, Peter Koble, and Richard Tucket, miners, were suffocated in **Henry Clay, No. 1, colliery, December 8, 1884.** At time of accident, these men were working in breasts Nos. 15, 16, and 17, No. 8 vein, west gangway of west inside slope. Duceman and Koble in 15, Fox in 16, Tucket and another man, by the name of Isaac Davis, who escaped, worked in 17. According to the evidence of Hiram Sawler, miner, who was working in the gangway, who testified: “My butty, Oliver Snyder, and I were tamping a hole; we had

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