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A DEEP GRAVE.

Deadly Flames Burst Out in the Gould & Curry Mine.

Touching Scenes at the Mouth of the Burning Shaft.

Gallant Work of Rescuing the Imprisoned Miners.

Names of the Suffocated Miners so far Rescued.

Deaths That Must Have Been Painless.

Special telegram to the BEE.

VIRGINIA (Nev.), June 25.—A fire broke out on the 1500-foot level of the Gould & Curry at 5 o'clock last evening. The fire department immediately turned water down the shaft. The fire broke out at a point below the Gould & Curry 1300-foot level. The miners in the Best & Belcher came up nearly suffocated. The miners on the 600-foot level of the Gould & Curry escaped through the Savage incline. Six miners, Charles Dougherty, Martin Tregallis, Edward Jeffrey, John Kennedy, P. Eddy and Foster Hamilton, were imprisoned below this level. Signals from the 1500-foot level ceased, and it was believed that they had been suffocated, although there was some hope that they might escape by the Curry incline to the C. & C. shaft. Fans and blowers were kept going at a high rate of speed, to supply air to the imprisoned men, if any hopes for them were left. Columns of dense smoke rolled out of the shaft, and the works were surrounded by great crowds of people.

FIFTEEN MEN INJURED.

At a later hour it was learned that 15 men were injured. In addition to those already mentioned, five men—namely, Richard Bennett, W. James, James Trembath, W. Williams and H. T. Card—were found to be on the 800-foot level of the Gould & Curry, and James Morgan, W. C. Carpenter, R. C. Bruce and Andrew Bean on the 400-foot level.

DEAD BODIES RECOVERED.

The rescuing party of 20 miners reached the imprisoned men on the 400-foot level at 10:30 and found five dead, namely: John Trounce, Joney Morgan, R. C. Bruce, W. C. Carpenter and Andrew Bean, their bodies being still warm. Efforts were made to resuscitate them by the application of electricity and artificial respirations made by physicians, but they all died.

FIVE MEN SAVED.

Roger Prendergast with two men descended the Savage shaft and succeeded in rescuing the miners imprisoned in the 800-level. After several attempts they reached the face of the drift and found the men huddled together at the air pipe. They had trouble in reaching the men, by not being able to keep a candle burning. The men were confused as to where the fire was, and had they known they would have escaped through the Savage shaft. Bulkheads were erected to shut off all drafts.

PROBABLE CAUSE OF THE FIRE.

Superintendent Lyman says he has no doubt but the fire originated at the head of the Gould & Curry incline through a lighted candle setting fire to the timbers in which some miner had set his candlestick.

Superintendent Patten attempted to reach the Gould & Curry from the north end, and succeeded in reaching the point on the Sutro tunnel level where the Gould & Curry incline connects with it, when he saw the timbers on fire, and the sparks flying drove him back.

DEATHS CAUSED BY SMOKE.

Various Telegrams Received in the Bay City Offices.

VIRGINIA (Nev.), June 25.—The most appalling fatal mining disaster that has visited the Comstock lode since the fire in the Yellow Jacket, in 1869, occurred last night. Shortly after 7 o'clock in the evening, the Gould & Curry mine was reported on fire. The news spread with the rapidity of the wind, and in an incredibly short time the vicinity of the hoisting works over the Bonner shaft was thronged with a crowd of people, numbering at least 3,000. Dense clouds of smoke rolled up through the shaft and soon filled the building so that it was impossible to remain on the inside. The city hose carts were soon on the ground and ready for service. Lines of rope were stretched across the street to keep the crowd from swarming into the hoisting works and Chief of Hose Police, Henderson, and his officers, assisted by the volunteers kept the men from crossing the ropes.

TWO BRAVE MEN.

Ladders were procured and the windows were removed from the hoisting works to allow the smoke rolling up from below to escape. Notwithstanding the suffocating atmosphere in the hoisting works, John McLean, the engineer, and fireman Frank Layton remained at their posts until they fell insensible and were carried out into the open air.

FIRST DISCOVERY OF THE FIRE.

After the confusion attendant upon the first alarm had somewhat subsided, the following detailed account of the first discovery of the fire was obtained: Lawrence Pinaglia was on the surface with the cage about 7 o'clock in the evening. He detected an increase in the usual amount of vapor ascending through the shaft, and leaning over discovered the odor of smoke, indicating that a fire had broken out at some point underground. He immediately boarded the cage and ran it down to the 1,300-foot level.

A DANGER SIGNAL.

While he was descending a danger signal of ten bells was rung for the station on the 1,300 foot level in the shaft. On reaching the 1,300 feet station with the cage, Pinaglia found the men employed on that level at that station. They immediately boarded the cage and ascended to the surface, where they arrived almost asphyxiated from the gas. Superintendent Lymann had been summoned and it was concluded that the fire had started somewhere below the 1500-foot level.

MINERS IN DANGER.

On inquiry it was ascertained that the following men were still under ground, on the 1400-foot level: John Trounce, Johnny Morgan, W. C. Carpenter, E. C. Bruse and Andrew Bean. On the 800-foot level: Richard Bennett, W. James, H. T. Carrah, W. Williams and James Trembath. On the 1500-foot level: Ed. Jeffrey, Martin Tregallis, John Kennedy, P. Eddy, Charles Daugherty and Foster Hamilton.

RESCUING PARTIES FORMED.

Prompt and energetic measures for the rescue of the endangered miners were immediately adopted. The blowers for supplying air to the various levels where the men had been employed were run to their full speed, and rescuing parties of miners were formed to go to the relief of those imprisoned. The only avenue of escape for those on the 400-foot level was by ascending to the tunnel level, a little over 200 feet below the collar of the Bonner shaft, by means of ladders through the upraises, and thence to pass out to the surface through the tunnel, the entrance of which is near the Mint Mine. Several attempts to reach the men on the 400-foot level through this tunnel were made, but the smoke and deadly gas generated by the fire forced them back and put the candles out.

DEATH OF A YOUNG MAN.

Finally, about 9 o'clock, Lawrence Pinaglia, the man who went to the rescue of the men on the 1,300 level, and a party of miners succeeded in reaching a point about 600 feet west of the entrance of the Adit tunnel, where they discovered Johnny Morgan lying in an unconscious condition. He was conveyed to the mouth of the tunnel, where Drs. Conn, Manson, Kirby and Sangerle examined him and detected a slight pulsation of the heart, but every attempt to resuscitate him failed and all signs of life soon vanished.

OTHER BODIES FOUND.

About 50 feet further from the point where Morgan was found, R. C. Bruce was discovered lying on the floor of the tunnel. It was thought that signs of life were also detected in his body, but the resuscitative measures resorted to proved futile. About forty feet beyond where Bruce was found, the bodies of W. C. Carpenter, John Trounce and Andrew Bean were discovered, lying huddled together. Their bodies were still warm, but life was extinct.

A HEARTRENDING SCENE.

The scene at the mouth of the tunnel was heartrending in the extreme when the dead body of Andrew Bean was brought out. His wife and eight children were assembled at the tunnel's mouth and their grief was most distressing on beholding the form rigid in death, which they had seen but a few hours before in full life and vigor. The bodies of the five dead miners were removed to the undertaker's rooms.

AN ENTRANCE GAINED.

Shortly before the bodies of the five miners on the 400-foot level were found, Roger Pendergast, foreman of the Savage and Hale and Norcross, and John Grant, shift boss, after several attempts to reach the men on the 800-foot level from the Savage side, finally gained the north line of the Best & Belcher, where they found the five miners mentioned above, as employed on that level in the face of the cross cut, taking air from the pipes. They were all right and followed the rescuers to to the Savage incline, through which they ascended by a giraffe to the surface.

A RETREAT.

They had made an attempt to save themselves on discovering the presence of the fire by trying to escape through the Savage, but on encountering more gas as they proceeded south, they concluded that the fire was in the latter mine, and retreated back to where they could get air, and relinquished all hope of reaching the surface alive, when their rescuers arrived.

DANGER SIGNALS.

The men employed on the 1,500-foot rang several danger signals soon after the fire was first discovered. At the time the bell rang the cage was at the station on that level. To attempt to rescue them through the shaft was impossible, as a lighted candle held over its mouth was instantly extinguished. The only avenue of escape open to them was to descend through the Gould & Curry incline to the Sutro Tunnel level, and thence to the drift on the 1750 level, leading to the C. & C. Shaft.

INTO A MASS OF FLAMES.

Supt. Patton and a rescuing party descended to the 1750 level through the C and C shaft, and on reaching the part where the incline connected with the Sutro Tunnel level, they found that the 1,500 station of the Gould & Curry shaft was a mass of flames.

A BIG BULKHEAD BUILT.

As soon as he discovered that there was no chance for the imprisoned men to escape in that direction, Mr. Patton immediately ordered the construction of a bulkhead to smother the fire by shutting off the draft. It might be supposed that the effect of this bulkhead would be to shut off the air from the men in the 1,500-foot drift of the Curry. On the contrary, its effects will be to shut off the air from the fire, thereby causing it to smoulder and allowing a possible rescue of the men through the shaft. Another good effect of this bulkhead will be to keep the fire away from the air-pipes, on the preservation of which depends the hope of saving the men.

A NARROW ESCAPE FROM DEATH.

Superintendent Patton had a narrow escape from death. When he reached the Gould & Curry incline connection with the Sutro tunnel level he attempted to ascend it, and succeeded in climbing upward a few feet, when the sparks from the fire on the 1,500 level began falling so thick and fast that he was forced to retreat. He had just reached the drift connecting with the incline, when a mass of burning timbers tumbled down to within a few feet of where he was standing. His foresight in closing the draft by erecting a bulkhead to cut off the connection between the fire and the C. & C. shaft is conceded in having resulted in the subduing of the fire, which, at this writing (9 A. M.), is supposed to have entirely gone out.

A CAGE LOWERED THIS MORNING.

This morning a cage was dropped down the Gould & Curry shaft to about 1,375 feet below the surface, where it became stuck but was released after little trouble and raised to the 800-foot level. A party of miners descended through the Savage incline and gained the 800-foot station in the Curry shaft, where they found that the lower shoes of the cage had slipped from the guides, indicating that they are burned off below the point to which the cage was lowered, where it stuck. They are now repairing the guides below the 800-foot level, and the cage, with men on its deck, will probably be dropped to the 1300-foot level before night. Lanterns containing lighted candles were lowered to that depth this morning, and were still burning when the cage reached the surface.

THE FIRE BURNED OUT.

This indicates that the fire has burnt out, from the fact that last night lighted candles lowered in lanterns were extinguished as suddenly as if snuffed out when dropped less than 20 feet below the surface. Bulkheads were built last night in the Savage and the track timbers taken up from the floors of drifts connecting with the Gould & Curry to prevent the fire spreading to the former mine.

SLIGHT DAMAGE TO THE MINE.

It is not anticipated that any serious damage has been done to the mine by the fire. Superintendent Keating is of the opinion that $100 will cover it.

WHERE THE FIRE ORIGINATED.

How the fire originated will probably always remain a mystery. That it originated in the station on the 1,500-foot level in the Gould & Curry shaft there is no shadow of a doubt in the opinion of the local management. The tin candle sticks used in the stations in the mine are filled with "sconces" underneath the candle holder. These sconces are filled with water, and when a candle burns down to the socket of the holder the snuff drops into the water and is extinguished. The miners under ground were preparing to eat their lunch at the time when the fire broke out, and it is suggested that a fire may have been built in the station on the 1500-foot level a few minutes before to heat coffee or tea, and that the fire used for that purpose communicated to the station timbers.

BURNING GIANT POWDER.

There were six boxes of giant powder stored in the station on the 1500-foot level, and to the burning of this is attributed the dense volume of suffocating smoke and the fumes which came rolling up through the shaft directly after the first alarm of fire in the mine was given.

BRAVE MINERS PRAISED.

Foreman Roger Pendergast and shaft boss John Grant, and the men with them, whose names were not ascertained, are highly eulogized for their perseverance and bravery in rescuing alive the miners employed on the 800-foot level. Numerous attempts to reach them from the Savage were made through the connecting drift on the 800-foot level, but the lights carried by the rescuing party were several times extinguished when the vicinity of the Gould & Curry shaft was reached. By establishing relays of men this point was passed after several attempts and the man found as heretofore stated.

DEADLY CARBONIC OXIDE GAS.

There was no sign of distortion on the features of the victims of the disaster recovered from the tunnel. Dr. Conn says their death was absolutely painless and this opinion is carried out by the peaceful expression of their faces. The gas inhaled by the victims which produced death is termed carbonic oxide, and is of such a deadly nature that an inspiration of it destroys the red corpuscles of the blood and all efforts to resuscitate persons who inhale it are unavailing.

GROPING WILDLY IN THE DARK.

Abrasions of the skin on the faces of Bruce and Bean indicate that their candles went out while they were trying to escape, and in groping around wildly in the dark tunnel they ran against the timbers.

TWO OF THE VICTIMS.

Carpenter, one of the victims, was only about 25 years of age, and had just brought his wife here from San Francisco. She is inconsolable in her bereavement. Bruce, another victim, is a first cousin of Major Ford, H. M. Yerington's private secretary. He had been here but a short time.

TRYING TO MAKE A CONNECTION.

Superintendent Patton informed the BEE correspondent this morning that he underestimated the distance to be covered in order to connect the Consolidated California and Virginia mine at the south line with the Best & Belcher on the 1,500 level. This underestimate was due to the fact that he is not familiar with the workings in the Best & Belcher shaft on the 1500 foot level. It will be necessary to run thirty feet south to make the connection. This will be accomplished by to-morrow morning, as the best men in the mine are engaged at this point. He says there is no doubt but what the men imprisoned on the 1,500-foot level in the Best & Belcher were alive at 12 o'clock last night, for at that hour they distinctly heard them making signals on the Consolidated California and Virginia side of the wall of rock dividing the two mines.

THE SIGNALS CEASED.

After that hour the signals ceased, and he expresses the opinion that the air connection was broken at that time, either by the heat of the fire melting the pipe on the 1,500-foot level in the Gould and Curry shaft or by a cave of timbers and rock in the shaft. The cutting off of a supply of air from the imprisoned men, with the drifts in the mine filled with deadly gas, must inevitably have resulted in their dying from asphyxiation. Mr. Patton infers that the damage by fire will be merely nominal and is confined to the burning of the timbering of the 1,500-foot station in the Gould & Curry shaft. He says that it will in no manner interfere with the prosecution of work in the Consolidated California and Virginia, or any mine on the lode, except the Gould & Curry, where operations will of necessity be suspended pending the repairs of the shaft below the 400-foot level. Before the bulkhead was put in that shut off the draft through the Sutro Tunnel connection with the C. and C. shaft a current of air like a whirlwind was sweeping through. To the forethought of Mr. Patton is doubtless due the prevention of the fire spreading, which would have proved a disastrous blow at the Comstock mining interests.

HEROIC COURAGE.

The fire started at the end of the air pipe in the line cross-cut at the Best & Belcher north line. Nothing but the most heroic courage, coupled with stern determination, could have accomplished the rescue of the men. It was confidently asserted that the men sinking below the floor of the south drift on the Consolidated California and Virginia's south line to rescue the six men imprisoned in the 1,500 foot level in the Best and Belcher distinctly heard pounding beneath them. Up to one clock this morning, these sounds, if actually heard, were undoubtedly signals from the imprisoned men, made to inform the rescuers that they were still alive.

NO RESPONSES HEARD.

This morning a party of miners were sent into the line crosscut on the 800 level in the Best & Belcher, where they hammered loudly on the air pipe directly over the spot where the imprisoned men on the 1500 level should be taking air from the outlet, but no response was received. The sinking to connect with the Best & Belcher 1500-foot level is being pushed ahead as rapidly as a large force of skilled miners and every mechanical appliances known to modern mining engineering can accomplish it. Even with all these advantages it will be 6 o'clock this evening before connection is made, if no accident to retard operations should occur.

SAD NEWS.

When the news that Joncey Morgan had been found dead was first made known to his wife she was overwhelmed with grief, and fears were entertained that her reason would be affected. George Henning, her father, was so overcome by the sad news and the effect of it upon his daughter, that the strong man fainted away and was removed to his residence in a wagon, apparently more dead than alive, where he was restored to consciousness after remedies to revive him were applied.

WILD WITH EXCITEMENT.

There are strong hopes that by night the smoke and gas will have so far disappeared that the 1,500-foot level can be reached and entered, and the fate of the six miners will then be known. The whole Comstock is wild with excitement.

NOON.—The cage has just come up at the Gould & Curry shaft with the eight miners who were repairing the guides. They were able to go to a point fifty feet below the 800-foot level. They report the gas very strong there and were much exhausted.

Mining Shares Not Disturbed.

SAN FRANCISCO, June 25.—The fire in the Gould & Curry mine had little or no effect on mining shares to-day. The volume of business was about the same as on other Saturdays, though prices were a little lower. Gould & Curry sold at $3 20, a decline of 55 cents from yesterday's close. Consolidated California and Virginia sold at $20, a decline of $1. Hale and Norcross dropped a bit, selling to-day at $5 12½. Best & Belcher sold at $6 62½, a decline of 37½ cents. Savage sold at $4 85, a decline of 27½ cents.

WHAT CAUSED THE DEATHS.

SAN FRANCISCO, June 25.—The following dispatches about the fire were received at the Gould & Curry office in this city this morning:

The fire is under control, and we are doing the best we can to rescue the imprisoned men.

Five men are dead and six not heard from. The danger is all over. The damage is nothing serious. The fire occurred in Bob station, at the 1500-foot level, a space about 25x70 feet in extent, very lightly timbered, and so there is no danger of the fire spreading.

The deaths were caused by smoke rising to the 400-foot level, and the danger for others in the 1500-foot level is through smoke traversing through various drifts from the station.

STILL HELD IN THE SHAFT.

The Miners Give Up All Thought of Seeing Their Friends Alive.

Special telegrams to the BEE.]

VIRGINIA CITY (Nev.), June 27.—The gas and smoke had entirely ceased issuing from the Gould & Curry shaft last night, indicating that the fire, if not entirely extinguished, is merely smoldering in the old timbers down on the floor of the station, on the 1,500-foot level. Cages with men were dropped below the 1,300-foot level yesterday, but no attempt to extinguish the smoldering fire will be made until the men on the 1,500-foot level are rescued dead or alive.

The drift being run from the Consolidated California and Virginia mine on the 1500-level to reach them is cut about fifteen feet south of the bottom of the sixteen-foot winze, and sunk to the level of the point where the men are confined in the Best & Belcher. The material through which they have been driving is hard porphyry, as tough as steel. Sixty picked men, selected from the most experienced miners on the lode, form the rescuing party. They have been divided into three eight-hour shifts. Two Burleigh drills, operated by compressed air, are used in working the holes for blasting. With this force unprecedented speed in driving has been attained.

SUPPLYING AIR AND WATER.

A stream of cool water and a bountiful supply of fresh air has been continually sent into the mine by the surface air compressor, which was kept running at such a high rate of speed that it was necessary to keep a jet of cold water pouring on the journals to keep them from heating. The air and water sent into the mine was forced through a four-inch wrought-iron pipe extending into the face of the drift.

FOUR FUNERALS.

The funerals of four of the victims of the disaster took place Sunday afternoon, and were largely attended. The procession to the cemetery was headed by 700 miners on foot.

RAISING RELIEF FUNDS.

A Relief Committee, to raise funds for the benefit of the families of the victims of the fire, was organized Saturday evening by the most prominent residents of Storey county. Telegrams from in all parts of the State have been received announcing that steps had been taken for raising money for the same purpose.

NAMES OF THE UNFORTUNATE MEN.

John Trounce leaves a wife and two daughters. He was a native of England and about 50 years of age.

R. C. Bruce was a native of the United States, single and about 21 years of age.

Andrew Bean was a native of County Galway, Ireland, and 44 years of age. He leaves a wife and eight children.

Joncey Morgan, a native of Nevada, 24 years of age. He leaves a wife, a sister of the wife of Charles E. Mack.

C. W. Carpenter was a native of the United States, about 27 years of age. He leaves a wife.

The nativity and ages of the imprisoned men are as follows: Edward Jeffrey is about 28 years of age and has a widowed mother.

Martin Tregallis is a single man, about 28 years of age.

Peter Eddy has a wife and three children. He is about 39 years of age.

John Kennedy is a single man, 34 years of age and a native of the United States.

Charles Dougherty is supposed to be married and is a native of America, about 44 years of age.

Foster Hamilton, age and nativity unknown.

THIS MORNING'S WORK.

The Miners Making Slow Progress in Their Noble Work.

VIRGINIA (Nev.), June 27.—This morning at 9 o'clock the incline from the bottom of the vertical winze was down fourteen feet, on the slope below the bottom of the winze, which gave it a total vertical depth of twenty-four feet below the track floor of the south drift on the 1,500-foot level in the Consolidated California and Virginia mine. The vertical winze has a depth of seventeen feet, and the incline a depth of fourteen. It is being sunk on a slope of one foot vertically in every two attained in depth. This leaves about twenty-one feet to excavate to reach the point where connection should be made with the drift in the Best & Belcher, where it is expected the six imprisoned miners or their remains will be found.

SLOW PROGRESS AT DRIFTING.

It is unfortunate that the hight of the Consolidated California and Virginia drift above the Best & Belcher makes it necessary to sink in order to reach it, as the progress is far slower than it would have been could the men have been reached by drifting horizontally. The incline is being advanced at a speed of about fourteen feet in twenty-four hours, through a belt of hard porphyry as tough as steel. There is a force of sixty miners engaged in sinking the incline, composed of the most experienced men on the lode. They are divided into four shifts of fifteen each. Sinking was not fairly begun until Saturday, as there was nearly 350 feet of drift leading up to the point where the winze is located that had to be cleared out and the timbering repaired before a car could be moved through it to remove the waste taken out in sinking.

THREE DRILLS TO BE WORKED.

Superintendent Patton expects to be within 10 or 12 feet of the point where connection should be made by 8 o'clock this evening, when three drills will be sent in simultaneously to break a hole through into the Best & Belcher drift. One of these holes will be drilled on the same grade as the bottom of the incline, another vertically below the bottom of the incline, and the third horizontally ahead. Should either of them fail to connect with the drift in the Best & Belcher the incline will be excavated a few feet deep and the drills sent in again.

MR. PATTON'S ESTIMATE.

When the winze was started below the 1500-foot level in the Consolidated California and Virginia, Mr. Patton estimated that he could make the connection in sinking 16 feet and driving south a short distance. This estimation was based upon a calculation on the location of the old drift on the 1500-foot level in the Best & Belcher mine, which was not driven in a direct line and was run on a steep grade, while the drift recently run was driven in a straight line on a uniform grade of six inches in a hundred feet, brings the present drift 34 feet vertically below the floor of the Consolidated California and Virginia drift and about 20 feet south of the line horizontally. Superintendents Patton and Lyman are both of the opinion that the air and water driven through the compressor pipe is going into the drift where the men are imprisoned, as it has been ascertained that it is not escaping through the shaft. When Mr. Patton saw the fire in the station at the head of the Curry incline above the Sutro tunnel level it was apparently located on the east side of the station over the 1,500-foot level, while the compressed pipe passes on the west side of the station.

THE AIR PIPE NOT INJURED.

After the bulkhead was constructed by this order to cut off the draft the fire was almost immediately extinguished. It is therefore highly probable that the compressor pipe was not injured. It is of wrought iron, four inches in diameter and could not easily be wrenched off, although it may have been badly burnt by the caving timbers. The air sent in is taken as regularly from the compressor pipe as if the men were inhaling it. No gas could remain in a drift with such a stream of fresh air being forced into the face of it under such a tremendous pressure. A stream of cool water is also constantly forced through the pipe to allay the thirst of the imprisoned men.

THE EXCITEMENT ABATING.

The Old Miners Give Up All Hopes of Seeing the Imprisoned Men.

VIRGINIA (Nev.), June 27.—The excitement over the fatal fire in the Gould & Curry mine has somewhat abated, but the probable fate of the men imprisoned on the 1,500-foot level, to accomplish whose rescue every effort is being made by the management of the Consolidated California and Virginia, Best & Belcher and Gould & Curry, aided by the Superintendents of every mine along the Comstock lode, forms the sole topic of discussion.

ALL HOPES GONE.

A majority of the miners have given up all hope that the imprisoned men are still alive, while a minority argue that there is a chance for them to survive, provided the supply of air forced into the compressed pipe reaches them.

NOTHING LEFT UNDONE.

No effort or expense will be spared to reach the imprisoned victims at the earliest possible moment. The progress so far made in driving through a wall of adamantine rock exceeds anything heretofore recorded in the annals of modern mining.

THE MINERS STILL ENTOMBED.

Hopes on the Comstock That the Men Will Be Reached To-night.

Special dispatch to the BEE.]

VIRGINIA CITY, June 28.—Union street was thronged last evening until near midnight with people passing to and fro between C street and the Con. Virginia shaft, who were momentarily expecting to hear that a connection had been made between the Consolidated California and Virginia winze and the drift of the Best & Belcher, which will decide the fate of the miners entombed there. Notwithstanding they were told that no connection could be possibly made until to-day, many persons remained up all night.

PORPHYRITIC CLAY.

The ground through which the incline winze is being sunk to rescue the men could not possibly be more unfavorable than it is for rapid progress. It is the toughest character of hard porphyritic clay that is known. This formation lies in layers, and the slope on which the incline winze is being sunk. The edges of these layers are presented to the drills. When a round of holes is fired the ground below does not break downward, but the holes below blow out. If the flat sides of these layers were presented to the drills in place of the edges the ground would blast much better, and progress would be far more rapid. At 8 o'clock this morning the incline was down a little over 30 feet below the bottom of the vertical winze.

FIFTEEN FEET TO SINK.

This left but fifteen feet to sink to make connection. This afternoon three drills were sent out from the face, or bottom of the incline winze, in the directions designated in the BEE's report yesterday. The points of these drills will cover a radius of fifteen feet. If the measurements and calculations are correct, one of the three should break through into the Best & Belcher drift, where the men are confined.

VERY TEDIOUS WORK.

All the material taken out in excavating must be raised to the level of the floor of the drift on the 1500 foot level by windlass power, which is very tedious and laborious work. This waste is then run out and dumped in a crosscut near the end of the lateral drift. With these disadvantages it is safe to say that under ordinary circumstances it would have required at least twenty days to accomplish the work which will be completed in less than four, and which could not have been done in any other mining district in the world in less than a month. Mr. Patton has hopes of finding the entombed miners alive and gives the following well-grounded reasons therefor:

SUPERINTENDENT PATTON'S THEORIES.

The men are all strong and healthy, and are experienced miners. Apprehending that the fire might penetrate into the drift, they probably bulkheaded one of the crosscuts to keep out the gas and have retreated behind the bulkhead, where they are taking the air from the pipes and calmly await the arrival of the rescuing party, which they are morally certain will spare no effort to release them. Connection will be made some time this evening, and the condition of the imprisoned men known, provided the surveys of the underground workings are accurate.

WHISTLES WILL BE SOUNDED.

It is momentarily expected that the drills now being sent in from the bottom of the incline ten feet ahead of the excavators will break through into the drift, so that the men, if alive, can be communicated with. If the men are alive the news will be made known by sounding steam whistles all along the lode.

AUBURN'S ABDUCTION CASE.

Conductor Fletcher Not Convicted for Stealing His Child.

Special dispatch to the BEE.]

AUBURN, June 24.—Joseph Fletcher, the railroad conductor of Livermore, Alameda county, who was arrested some weeks ago for the abduction of his seven-year-old son, Norton Fletcher, from his mother's home, at the old Franklin House, in this county, had his examination before Justice Dunnam yesterday. District Attorney Tuttle, assisted by E. L. Craig, appeared on behalf of the prosecution, and C. A. Tuttle for the defense. Mr. and Mrs. Fletcher were in Court, but they occupied seats in different parts of the room and had no direct communication with each other. The child was not present.

MATRIMONIAL INFELICITY.

The interest in the case did not appear to be very general, as only a dozen or 15 spectators were present. Mr. and Mrs. Fletcher are people of more than ordinary intelligence and standing, and it would be difficult, judging by mere appearances, to decide which of them would be most likely to cause the matrimonial infelicity which led up to the present anomalous suit.

SOME OF THE TESTIMONY.

Lee Stanley, a liveryman of Sacramento, testified to letting Fletcher have a rig wherewith Fletcher was to go to Folsom with a companion. O. P. Dutton and F. E. Myers, two Folsom young men, deposed to the fact that Fletcher was in that town on or about May 26th, and that he inquired the way to Rocklin. Will C. Turner, a young man of Loomis, testified that he drove Fletcher from Loomis to the Franklin House, where Mrs. Fletcher and the children were on the morning of May 27. That Fletcher settled with him and asked him to return at a certain hour with the rig in which they drove over together to Loomis. That when the appointed time came, he (Turner) was informed that Fletcher had gone away, taking the little boy with him.

FLETCHER'S FREQUENT VISITS.

Mr. Mansur, stepfather of Mrs. Fletcher, testified to the general fact of Fletcher's visits to his house three to six times a year, and of his (Fletcher's) receiving civil treatment and being permitted to see the child.

THE WIFE ON THE STAND.

Mrs. Fletcher detailed briefly the fact of her marriage in 1878 with Fletcher; of her separation from him in September, 1883; of certain proceedings taken over to obtain a divorce, and that such proceedings failed each time. This testimony was, however, ordered stricken out. She also testified to having left the family at Livermore while her husband was at work, she taking her two children and her clothing and personal effects.

HER SUIT FOR DIVORCE.

She subsequently sued for a divorce on the ground of cruelty, the said cruelty consisting, so it was alleged, in certain slanderous allusions and aspersions by the husband on the wife's character. The divorce was not granted, but she was awarded $50 per month alimony.

OVERTURES FOR A RECONCILIATION.

In the course of time, a year or two afterwards, this order allowing the alimony was vacated, the husband swearing that he had made overtures to his wife for a reconciliation, which were rejected.

She then detailed the incidents of the abduction and Fletcher's flight to Oakland, where he was arrested.

FLETCHER DISCHARGED.

Justice Dunnam, after hearing the testimony and arguments, dismissed the charge of felonious kidnaping preferred against Fletcher.

Mrs. Fletcher's counsel declines saying what they will do next.

If you want to learn something about Northern California and its wonderful resources, send for the Xmas, Citrus and G. A. R. editions of the BEE. Five cents each. Mail them to Eastern friends.

VAN HALTREN IN THE EAST.

He Demonstrates That He is a First-Class Pitcher in Every Respect.

CHICAGO, June 27.—The *Inter-Ocean* to-morrow will say: "It was the rankest case of robbery by an umpire that has ever taken place in the city. President Spalding should never permit a Chicago audience to be so insulted again, and he should never permit Youman Doescher to come upon the ball field at any future game. His performance of yesterday will do more to injure the game in the eyes of the Chicago public than anything else, save beastly intoxication on the part of the players. It had very much the part of a gamble on Doescher's part, just as though he had bet upon the Boston club and was determined they should win at all hazards.

The new pitcher, Van Haltren, from California, occupied the box for the Chicagos, and demonstrated that he was a first-class pitcher in every respect. The umpire did all in his power to down him by calling balls so closely that the audience fairly howled over the rank decisions. His delivery was somewhat wild, naturally, for a new man, but the umpire gave eight out of 13 men bases on balls, when they should have been struck out. This was enough to rattle any pitcher. Van Haltren was good at the bat, hitting four long flys, (three out), out of his four times at the bat. Altogether he is an excellent man in the team, and will make a puzzler when he gets his confidence established. Toward the last of the game he let down in his speed and the visitors hit him a little. They only got twelve hits off his delivery for a total of eighteen bases. They never got a hit until the fourth inning, and the first man to bat struck out. The first four innings he pitched a splendid ball, and had it not been for the umpire would have continued to do so to the end."

Following is the complete score:

CHICAGOS.	R.	B. H.	P. O.	A.	E.
Darling, r. f.	1	2	0	0	0
Ryan, c. f.	1	2	3	0	0
Sullivan, l. f.	1	1	2	0	0
Anson, 1 b.	2	3	6	0	0
Pfeffer, 2 b.	1	0	7	4	2
Williamson, s. s.	2	4	1	1	0
Burns, 3 b.	1	1	2	5	1
Daly, c.	1	1	6	6	1
Van Haltren, p.	1	1	0	4	0
Totals	11	15	27	20	4

BOSTONS.	R.	B. H.	P. O.	A.	E.
Horning, l. f.	0	2	2	0	0
Kelly, 2d b.	3	5	0	1	1
Wise, c. s.	1	0	1	0	2
Wheelock, s. s.	2	1	3	3	2
Nash, 3d b.	[illegible]	[illegible]	[illegible]	[illegible]	3
Sutton, r. f.	2	4	0	0	0
Morrill, 1st b.	1	2	7	0	0
Johnston, c. f.	1	4	3	0	1
Tate, c.	2	4	5	4	2
Madden, p.	2	2	0	2	0
Totals	17	26	27	13	10

RUNS BY INNINGS.

Chicagos	5	0	4	0	0	2	1	0	0—11
Bostons	2	0	0	0	2	2	2	3	6—17

Earned runs—Chicagos, 5; Bostons, 7. Two-base hits—Darling, Anson 2, Williamson, Horning. Three-base hits—Sullivan, Williamson, Nash. Home run—Johnston. Double plays—Tate and Morrill. Bases on balls—Kelly 5, Wheelock 2, Nash, Sutton, Morrill, Johnston 2, Tate 2, Madden. Hit by pitched balls—Wise, Sutton, Madden. Passed balls—Tate 2, Daly 4. Wild pitch—Van Haltren 1. Left on bases—Chicagos 6, Bostons 8. Struck out—Horning, Madden, Wise, Morrill, Darling. Time of game—2 hours and 15 minutes. Umpire—Doescher.

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