

Bowley seam densely charged with smoke, indicating the existence of a fire in the working of that seam. The workings of the Bowley seam consisted of only one gangway and its return airway. This seam is the one next above the Hillman seam. A horizontal tunnel had been driven through the upper measures across a basin. This tunnel passed through the Bowley and Abbott seams. The gangway in which the accident occurred had been driven about five years prior to this time, from the said tunnel east, a length of about 1,200 feet, and it had been idle ever since. The timbering had rotted and the fire-clay roof had fallen nearly the whole length of the gangway, leaving a varying height of from $3\frac{1}{2}$ to 5 feet over the falls. Thomas Samuel and Smith went into this gangway over the fallen roof and when within about 100 feet of the face, found timber on fire and smoke too dense for them to attempt to go farther. They summoned help at once and set parties to carrying water in buckets, and others to lay pipe and hose. They did not succeed in extinguishing the fire, however, until they had a stream of water on through the pipe and hose. When this was accomplished, the smoke was cleared in a short time by increasing the air current and building brattice to convey it forward to the face. The body of William Samuel was found lying across close to the face of the gangway. He was severely burned on face and hands. His naked lamp, a large one with a handle, was found set on the fall about 25 feet back from the face of the gangway and about the same distance farther in than where the air current returned. Evidently he had ignited a small quantity of fire-damp and was burned, got confused and crawled towards the face instead of outwards, and was suffocated by the afterdamp and smoke. His body was found at 8.30 a. m. Saturday.

It is a profound mystery that a man of his character and experience should have gone into such a place without a safety lamp. He was an excellent manager, of large experience in gaseous mines, a rigid disciplinarian, careful and cautious, and was growing more so in later years. A man of great courage and good judgment in dangerous situations; yet he lost his life in a simple, unnecessary manner.

Explosion of Gas in the No. 1 Shaft, Nanticoke.

At about 4.30 p. m., Thursday, June 22, an explosion of fire-damp took place near the face of the sixth lift of the underground slope in the Firge seam, known as No. 9 slope, in the No. 1 shaft of the **Susquehanna Coal Company** at Nanticoke, which resulted in the death of Abram Walker, miner, aged 30 years; John T. Smith, miner, aged 36 years; Frank Woland, laborer, aged 24 years; John Malinofsky, laborer, aged 32 years, and Frank Beenick, doortender, aged 15 years, and injuring John H. Gwyne, driver, and John Wiesgabel, laborer.

The sixth lift was on the east side and was in a long distance. Within about 800 feet of the face it made a very short bend around a narrow anticlinal. A short distance inside of the bend a new connecting road, or section road, was made, to bring the coal from the parallel counter gangway above. The gangway was the intake and the counter gangway the return. A short distance inside the connecting road, on the counter gangway, two breasts had been driven up the pitch a short distance from the counter-gangway. These breasts were connected by a cross-heading at the face, and a door across the gangway between the two, diverted the air current up to their faces. Another door across the section road kept the air circulating along the face of the gangways. Walker and the two deceased laborers were driving the counter-gangway, and Smith and Wiesgabel were driving the gangway. Both parties had completed their day's work and had agreed to go out together, when the driver came in with two empty cars. He left these standing on the gangway at the section branch and sent the door-boy with the mule to haul Smith's loaded car back. In the meantime the driver went up the counter to see if Walker had a car loaded. On his return he hitched his mule to the two empty cars, intending to pull them up the section branch, and at that time a terrific explosion occurred, destroying the air stoppings for a long distance back. The officials of the mine felt the concussion of the explosion and took rescuers in to their relief as quickly as possible. They found Wiesgabel, Gwyne and the doorboy Beenick alive and took them out, but they were not able to reach the others until means were taken to send the air-currents forward so as to clear the after-damp, and this took several hours. When found all were dead.

It is evident that the gas accumulated in the two short breasts while the doors were open and that it ignited from the lights of one of the men coming out by the counter-gangway. The rescuers did all in their power to reach them without delay but found it impossible without restoring the ventilation.

A Fatal Explosion in the No. 4 Shaft, Kingston Coal Company.

At about 12 o'clock, Friday, July 21, 1893, four persons were fatally injured by an explosion of fire-damp in No. 3 underground slope of the No. 4 shaft of the Kingston Coal Company. The victims were William B. Jones, miner; Patrick O. Malia, miner; Benjamin Wilson, miner, and Matthew Brennan, driver.

All died during the following two days.

A section of roof had fallen, breaking the brattice down at a point 50 feet back from the face of gangway a short distance inside of the brattice door and opposite the heading where the air current passed down to the airway. The three men were engaged timbering and