

# NINE MEN HURLED TO FRIGHTFUL DEATHS DOWN A CLIFTON MINE INCLINE TRAMWAY

Three Others Seriously Injured in Leaping From Flying Cars, Released from Cable by Broken Draw Bar--Former Well Known Bisbee Man Among the Dead--Also New York Mining Engineer Who Was Visiting the Property

CLIFTON, Ariz., Aug. 14.—(Special.)—The dead as the result of a broken draw bar on an ore car of the Coronado mine incline yesterday reach a total of nine. They are:

William Anthony Schaeffer, New York, mining engineer.  
E. M. Jones, Clifton; machinist.  
G. W. Cardwell, electrician, Clifton.  
John McCann, Metcalf, helper.  
C. E. Johnson, Morenci, machinist.  
Two Mexican laborers, names unknown.

Two Italian cooks, names unknown. The accident, the worst in the history of this mining district in point of cost of life, has thrown the entire community in gloom. Of the five Americans killed, all except the New York mining engineer, were well known local people. Jones and Johnson had been here and at Morenci for a number of years.

The coroner's jury, which convened late today, will not conclude its investigation until tomorrow. Sufficient progress was made this evening, however, to determine that the accident was due to a flaw in the drawbar in the second of the two ore cars on which the men started down the incline. Examination of the draw bar shows the point of breakage, still fresh and an older crack in the metal.

Beside those killed, A. J. Liddell, Mine Superintendent Scott and A. J. Amboy were seriously injured. They saved their lives by jumping from the car on which they were riding when the draw bar pulled. Liddell recently came here from Douglas, where he was an auditor with Phelps-Dodge. He has since been with the A. C. Co. in similar capacity.

Coronado incline has length of 3300 feet and is the longest in ore haulage service in the world. It is next to the steepest, having incline of 45 degrees. Across the gulch is the steepest incline in the world, that of the Shannon copper mine. Coronado incline has been in service more than fifteen years. It is just about to be displaced by a tunnel, driven 1,000 feet beneath the mountain top and 300 feet the lower mining level of the

fort to suggest a peaceful ending of the Mexican revolution.

Informal assurances were received by President Wilson that foreign governments are disposed to look with favor on the peace policy pursued by the United States and in turn the Washington administration intends to keep these governments fully advised as to the steps taken by John Lind, personal representative of the president.

Definite information came from the White House today concerning Lind's mission to the effect that he carried the views of the American government toward Mexico in writing and would present his views through charge O'Shaughnessy when the best opportunity offered. He will probably not act, however, before next week. It was learned that while various ideas are suggested throughout the document there is no direct proposal of interference by the United States in the course of Mexican politics.

Coronado mine at 200 feet, the intention being to drop the ore to the tunnel cars instead of lowering them over the incline.

The incline was not used as a passenger traffic way in the ordinary sense. The men on the cars yesterday had been at the top on special visits, with exception of Johnson, who had come over from Morenci and was permitted to ride down as a matter of convenience. As a rule riding on the cars was only by permit and was not encouraged, for while but one previous accident had been had, that entailing the life of one man some years ago, it was realized that operation of the incline was in the nature of things not without risk.

Yesterday the cars, carrying the usual twelve tons of ore each, had just been shoved from the platform at the top of the incline with their passengers standing on the outside at each car end when the draw bar let go. Safety chains attached to the rear car snapped as the weight of the lead jerked upon them. No possible means of checking the cars remained. They remained on the track about 200 feet and then leaped to the rocky face of the precipitous mountainside down which they rolled several hundred feet more, at frightful velocity. How fast they were going when they left the track, no one may ever know, but terrible speed must have been attained in a very few seconds on the steep incline.

The killed were all mangled beneath the loaded cars as these turned over and over after leaving the track, or crushed by the violence with which they were hurled upon the rocks of the mountain side.

The fact that but three men jumped is only accounted for on the theory that the others did not realize what had happened until too late, or were so crowded on the ends of the cars that they could not leap—or risked the chance of staying with the cars.

The bodies of Jones, Cardwell, Johnson and McCann and the four freighters were interred today, being in such mangled condition as to necessitate immediate interment. Upon implicit instructions from New York, however, the best preparation of the body of Schaeffer was made and it was expressed to New York in a hermetically sealed casket. He was here as the representative of eastern interests desiring information about the property and during the day had been visiting the Coronado workings in company with Superintendent Scott.

All of the injured were tonight considered in a fair way to make recovery, though this cannot yet be assured by the physicians.

## WAS BISBEE ELK

Bisbee Elks lodge was notified yesterday that among those killed in the accident was G. Cardwell, well known here and in Cananea and Douglas. For a number of years Mr. Cardwell was connected with the smelter here, later holding the position as crane-man in the Douglas smelter, and later a similar position at Cananea. A brother, William Cardwell, now in Hurley, N. M. and who

has been notified of the accident, is also well known here, having been engaged in the assay business in Bisbee and later becoming assistant assayer at the C. & A. smelter at Douglas, under W. H. Worthington. The telegram to the Elks lodge stated that the body was so badly crushed that it was impossible to ship it and that interment was made at once. The funeral was held yesterday afternoon.

## WILL DEMAND OFFICIAL POST

Lieutenant Governor of New York Today Will Attempt to Oust Sulzer; Mrs. Sulzer Seriously Ill

ALBANY, Aug. 14.—Lieut. Governor Glynn will make a formal demand on Governor Sulzer tomorrow for possession of the executive chamber in the capitol and will thus bring to an issue the question as to who is governor of the state of New York.

Meanwhile the governor's wife, who is expected to be the star witness at the trial, lies in a critical condition at the executive mansion. Her nervous collapse of yesterday grew so serious that the governor this morning sent to New York for two specialists.

The whole machinery of the state government is demoralized today as the result of the unique contest between rival claimants for the executive office.

Governor Sulzer made no effort today to resist service of the assembly's articles of impeachment and calling upon him to appear before the court of impeachment, September 18.

## ANNUAL LOG DRIVE

315,000 Ties Make 100-Mile Trip From Espanola to Domingo; Value \$150,000

ALBUQUERQUE, Aug. 14.—The annual drive of railroad ties of the Santa Barbara Tie & Pole Co., was successfully completed yesterday at the company's boom near Domingo, forty miles north of this city.

There were 315,000 ties in this year's drive, valued approximately at \$150,000. They were loaded in coal cars and brought to the local cross-tie plant for treatment.

According to A. B. McGuffey, manager for the Santa Barbara Tie & Pole Co., over one hundred men were employed in driving the ties from the mountain streams above Espanola down the Rio Grande to the boom, a distance of about 100 miles. The journey was made in less than three months.

## ENCAMPMENT ENDS

DENVER, Aug. 14.—With the election of Grand Encampment officers and selection of Los Angeles as the next conclave city the thirty-second triennial conclave came to an end tonight.