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CORONER'S INQUEST.

The following is the testimony taken before M. Holmes, Coroner of Storey county, upon the bodies of George B. Mudd, James Waters, James Niles, Louis Louizelle, Thomas Cusick and W. S. Broadwater, victims of the great mining disaster of last Saturday in the Gold Hill mines. The following jurors were sworn in on Saturday, and after viewing the bodies, the inquest was postponed until 10 o'clock A. M. to-day at Justice Wright's court room, Gold Hill: William Phipps, J. O. Bennetts, J. W. Noyes, George A. Lightbalt, P. E. Woodworth, John Baker, R. P. Kerr, W. H. Poyneer, J. Ramsdell and W. D. Gray. The court room was crowded with eager, listening spectators, and much interest was manifested:

Thomas Quirk, sworn—I reside in Crown Point Ravine, Gold Hill; am foreman of the Yellow Jacket Mine; I was working on top of the mine assisting at an air pipe, until 2½ o'clock on the morning of the 20th inst.; we had all the air pipe down the shaft except one length, ready to connect, when I thought I would go home and get a little rest; before I feel asleep I heard a rap at the door; I got up and found C. McCarty at the door; he told me to hurry down as there was an explosion at the mine; I dressed myself and went down as fast as I could; when I got down to the mine the smoke was coming up the shaft; I was satisfied where the fire was; I knew it was in the winze leading from the 1100 to the 1300-foot level, as it had been once on fire before I left for home; I heard one of the men say that wood-smoke was coming up the winze, and the underground foreman told me that he went and put it out; it was on fire probably half a dozen times about 10 feet above the forge; the soot would catch on fire when we would go and put it out; Saturday morning last, after I went down to the shaft and saw that I could do nothing there, I went over to the Crown Point mine and went down the shaft to the 1100-foot level; they said four men were missing; I went out into the drift and found three dead bodies and helped carry them out; they were laying on the track; they lay 750 to 800 feet from where the fire occurred; we got those three men out, when I said let's go back and get the other one; some one said there were four; I started back and led them about 20 feet, when I found another man about 30 feet farther in the drift; I dragged him out to the shaft; did not know his name; I started to go to the Yellow Jacket by way of the north drift, 1100-foot level; there was one of the Jacket men with me, (Thomas Davis;) we got a little north of the Crown Point switch, on the 1100-foot level, leading to the Jacket; Davis said we can't go in there; I said come on Tom, we can; he said the gas was so strong we would never live to get back, so he went back to the shaft; I went back to get somebody to go with me, but I couldn't see any Yellow Jacket men; I met Tom Diamond and told him I wanted to go down to the 1300-foot level, and go through to the Yellow Jacket; he said he would go with me, and we got down to the 1300-foot level and got as far north as the Crown Point blacksmith shop; he said he had business back and that he would return in a moment; while I was waiting for him there was a curtain or small piece of canvas hanging between the shaft and blacksmith shop; I tore this down so as to admit the air north that we could get in there; I saw he was not coming back and I concluded to go on alone; I went on until I came within 50 or 60 feet of the Yellow Jacket switch, when I found a man lying dead across the track; I held the lantern up to his face to see if he was alive; I concluded he was dead; I ascertained afterwards that it was Mr. Louizelle, the blacksmith; I then went back to the Crown Point shaft to get assistance to fetch him out; I got a man and a boy to assist me; I saw that he was dead, and that it was Louizelle; I told the men we would let him lie there and explore the drift further; I went on until I got within 40 or 50 feet of the fire; it was burning around the old blacksmith shop; then I ran back to the 1200-foot station of the Yellow Jacket shaft, and I saw there was nobody there; everything was torn up by the explosion, cars were upset, doors blown loose, and timbers thrown across the track; then I ran back again to where this dead man lay in the drift leading to the Crown Point; when I got there, I found that the other two men had gone away and left the man; as I could not carry him alone, I went out to the 1300-foot station of the Crown Point again; when I got there I told them somebody had better go in and carry that man out; nobody went then; there were only two or three men there; I then went up to the 1100-foot station of the Crown Point; told some of the men there the same thing, and tried to get the Hose Co. to turn water down the Crown Point shaft to the 1300-foot level; they had been pouring water for some time down the Jacket shaft; I told them not to do it, as there was no fire in the shaft; they asked who said so; I said I said so; I went back into the Crown Point mine and went through on the 1100-foot level to the Jacket switch; saw I couldn't go in to the north drift to the winze; went down to the 1300-foot level of the Crown Point and in to the fire; came back again and went on top; was trying to get hose down, but couldn't see who was chief; we finally got hose down to the 1300, a little north of the Crown Point shaft; Mr. Diamond said it would do no good to take the hose down the 1300 through to the fire; I said it would; we agreed with Donnelly, Diamond and others, to go in and see the fire; before this I concluded to put in a bulkhead between the Jacket shaft and the fire; I had set men at work to do it; then they concluded that there was no use of putting in a bulkhead; I contended that there was, as there was danger of the fire coming back through the shaft; we finally decided not to put it in; we went back and told the Crown Point men that they could close up their bulkhead if they wanted to; I then went on top and came over to the Jacket works; somebody carried Low Leslie; carried him out between the 2d and 3d trips; the cause of the fire, in my opinion, was from the blacksmith shop in the Yellow Jacket, which belongs to the Belcher mine; have been working in the mine since the Spring of '64; was working in the Crown Point at the time of the great fire in the Yellow Jacket, April 7, 1869; there was more smoke and gas in that great fire than in this, but the effects were the same; there were giant powder cartridges left on the level over 300 feet below where this fire was; there were a few cartridges and primers; there were about 25 primers or cartridges an inch in length; from 25 pounds of giant powder down to one pound were usually kept there; in the box which I examined yesterday there were about 1½ or two dozen cartridges; they were there during the fire, but did not explode; there has been none kept on the 1100 or 1300-foot levels, and none near the 1400; I believe that there was powder exploded in the mine in '69; the effects in the explosion were the same last Saturday, but less in volume; the blacksmith shop is about 450 feet north of the Jacket shaft; there is an excavation in the drift running to the Imperial, made for a blacksmith shop; the shop was timbered; the timbers were 8 or 9 feet in length; the shop was directly under the winze; the smoke and sparks passed up the winze; the timbers were in no way protected against fire; the fire was first discovered about ten feet above the bottom of the cribbing; think it is unsafe to have a blacksmith shop under ground; the other fires were in the same place; the blacksmiths told me they always set the place down before and after commencing work; am satisfied that there was no explosion of powder; think it was a bad idea turning water down the Yellow Jacket shaft; Captain Taylor ordered them to stop, which they did; there was a barrel of water at the top of the winze, and a Babcock Fire Extinguisher on the vice bench.

Captain Cosgrove, sworn—I reside in Gold Hill; am a miner by occupation; am underground foreman in the Yellow Jacket; on the morning the explosion occurred, was at the 1500-foot level of the Jacket mine; there were also two more men with me—Mr. Kohler, Chief Engineer, and John Donahue, pumpman; at the time the explosion occurred told Mr. Kohler that we had better go up to the 1300-foot level; he asked me what was the matter; asked him if he didn't see that smoke coming behind us; am not sure about the answer he made me; think he said bring down the car; told him no—that we would walk up; he was unwilling to walk up; he had been working a long time putting in the pump at the 1500-foot level and was quite exhausted, and overheated, we were walking up too fast for him, and I told him he had better hurry; I passed him on the ladders then, and he went about 20 feet up and sat down; I came back after him, and got behind him on the ladder way and helped him up to the 1300-foot level; the first one I saw there was Dennis Hurley, station tender at the 1100-foot level; he told me that the smoke was very bad at the 1100; that their lights were all put out, and that he and James Bennetts came very near suffocating; we five went in 200 feet east of the shaft on what we term the Crown Point switch; I told Mr. Hurley to go up through the Crown Point and tell Capt. Taylor and the foreman, and not to make any alarm or much excitement about it, but to go right out and deliver the errand; my meaning was to avoid excitement; Mr. Louizelle, the Belcher blacksmith was at the Crown Point switch when we got there; he asked me to go in with him; I told him if he had attended to his business that there would have been no fire; Mr. Bennetts, Louizelle and myself all went in to the fire; it was burning down the caps over the forge; tried to crawl through underneath the smoke; I could'nt do it; my object was to get on the other or north side of the fire, to get water from the 1100 to put on the fire; when I found I could not get underneath there owing to the smoke, I turned around and told the blacksmith to come back to the switch and get some tools to cut the timbers out of the drift so as to keep the fire from reaching the shaft; Bennetts and myself went out to the switch; the blacksmith remained there; there was a door lying down; I set it up against the drift so as to prevent so much air from going in, which would cause the fire to burn so much more rapidly; I told Kohler and Donahue to keep that door there for a while, so as to prevent too much air blowing through there at that time; I then started to go to the 1000-foot level of the Crown Point to get on the north side of the fire, so as to get this stream of water from the 1100 down to the 1200, to put out the fire; on my way out to the Crown Point shaft I met Mr. Roach, underground foreman of the Belcher on the 1300-foot level; told him that the winze over his blacksmith-shop was on fire, and that he had better, get some men with axes and cut out those timbers, so as to prevent the fire from coming south to the shaft; I started up from the 1300-foot level through the Crown Point incline; met some Jacket miners coming down; told them what I had told Mr. Roach, and asked one of them to come back with me and we would go in on the north side of the fire; we went up to the 1000-foot level of the Crown Point; when we got there the miners were very much excited; I supposed they were Crown Point men standing at the shaft, and they asked me what was the matter; I told them there was a fire in the 1300-foot winze, over the Belcher blacksmith shop; they asked me if there was any danger; told them I thought not. About that time I heard some men hallooing for a light in the drift; should judge they were 50 feet in; went in with a light; met one man lying down; asked him to get up; he wanted to know of me what was the matter and if it wouldn't be all over in a minute; told him yes, it was all over now; went in about 20 feet farther and met another man and right back of him there was another one; tried to help the second one I came to; he was too big and heavy and could do nothing toward packing him; finally after I turned around to go back to the shaft he got up, and I turned round to help him come out, and he fell down again; went out to the shaft and asked the man who came up with me from the Jacket if he was not coming back to the north end with me; he told me that he did not like to; told him I did not think that there was any great danger, and if there was I wouldn't want to go there myself; he said he didn't like to go in there since so many men came out half dead; I then wanted to come up to go down through the Imperial; the cage was passing and some one of the Crown Point miners rang the bell and got on the cage; in the mean time while we were waiting for the cage, I told them about the men back in the drift, and that they had better go back there and help them out; they told me that being I had a lantern, that I had best go there myself; I told them that they were Crown Point men and that they ought to see them on the cage before they went up farther; when I got on top I went to the Yellow Jacket works; there I met Capt. Taylor and told him about the fire; he asked me how extensive it was and I told him I thought we could get the best of it, but the winze would burn out; I asked him if I hav'nt better go down either the old shaft or the Imperial and get on the north side of the fire; finally I went down through the Imperial; there was a Yellow Jacket miner who volunteered to go with me; so went down through the Imperial to the 1300, and went to the fire which was burning very rapidly at that time; we came back to the Imperial shaft and met the foreman of the Imperial; he asked me what I thought of the fire; I told him that it was pretty bad but that we could stop it from coming an further north; at this time three more Jacket miner came down, the foreman said that with the men there he would send some more Imperial men with me. We had talked about the matter before and we came to the conclusion that it was best to take up the flooring on the drift; I took the men, went into the north side of the fire and took up 15 feet of flooring and carried it north so that the fire couldn't get at it. We then closed a door between the winze going down to the 1500-foot level, to prevent the draft from playing too strong on the fire. We then came to the surface.

About midnight, before the fire was discovered, I came up to the 1100-foot level in the incline car and smelled smoke; asked the station tender, Mr. Hurley, why he didn't look after it; said that was the first he had seen of the smoke; then took the incline car and went back to the 1300-foot level; went into the Belcher blacksmith shop; found fire burning in the winze; asked the blacksmith, Mr. Louizelle, why he was not more careful about setting fire to the winze; he told me had just come there and had not seen any fire before; we got water and put the fire out, after putting five or six, or perhaps ten buckets of water on it; told him I thought the fire was out then; to be very careful and keep a close watch on it, in order that it shouldn't break out again; there were 25 pounds of giant powder usually kept on the 1500-foot level; have seen a box there; the giant powder was kept 200 feet below and one hundred feet east of the fire; I have been employed in the Yellow Jacket mine eight or nine years; was there during the great fire in April, 1869; there was no difference in the character of the gases engendered by the fires; I would consider it unsafe to have a blacksmith shop down there in case the draft led in the direction the men were working; I have never heard any one complain about underground blacksmith shops, and have experienced no trouble from them myself; I have heard that the blacksmith shop was on fire before; Blacksmith shops have been used in the mines for a perriod of two years.

[At 3 o'clock P. M. the inquest was still being continued.—EDS NEWS.]

GONE BELOW.—Dan Lyons of Virginia City, who had his left foot badly shattered by a gun-shot wound, accidentally inflicted, was sent to San Francisco last evening. He was accompanied by a careful attendant. As evidencing the high regard in which he is held by his acquaintances and fellow soldiers, we may state that a subscription list for his benefit, which was left at Hayes & Nevin's grocery store yesterday morning, when footed up last evening, showed cash received to the amount of $230, and that, too, notwithstanding the fact that no one was solicited to subscribe. We understand that the National Guard will likewise present him with some money to assist in paying doctors' bills.

MADAME ANNA BISHOP COMING.—As will be seen by official announcement in our advertising columns to-day, Madame Anna Bishop, the famous singer, is coming to give three grand concerts at Piper's Opera House, on Monday, Tuesday, and Wednesday evenings of next week. She will be assisted by Alfred Wilkie, English tenor, L. G. Gerbaulet, baritone, and Frank Gilder, pianist, all eminent artists in their profession. An entire change of bill will be given each evening. This is Madame Bishop's farewell tour of America, and all will desire to see and hear her for the last time. Box office for reserved seats opens Friday.

FUNERALS.—The funerals of the victims of the late mining disaster have all taken place. That of Broadwater and Cusick, both members of the Miners' Union, and the former a member of the Sarsfield Guard, which took place Sunday afternoon, was one of the largest ever seen in Gold Hill. It was attended by the Sarsfield, Emmet, Montgomery and Washington Guards in full uniform, also by the Miners' Unions of Gold Hill and Virginia in full force, besides other orders to which the deceased belonged. A more imposing, well-ordered procession is seldom seen anywhere. The funeral of George B. Mudd, took place yesterday from Odd Fellows' Hall, Gold Hill, and was also largely attended.

STILL ALIVE.—Isaac Smiley, bookkeeper for Thomas Gallagher, of Gold Hill, a young man whom last evening's *Chronicle* reported dead, is still alive and some hopes are entertained of his recovery, although his situation is still a critical one. His disease is typhoid fever.

METEOROLOGICAL.—In Gold Hill at 12 M. to-day the thermometer indicated a temperature of 80 deg. in the shade.

BUD LOST.—The finder will be liberally rewarded. See advertisement.

SEWING MACHINES REPAIRED.—A first-class machinist, who thoroughly understands every part of all kinds of sewing machines, is now employed at M. M. Fanshaw's well-known watch making, jewelry and sewing machine establishment, No. 38 South C street, Virginia, where he can be found by all requiring his services. Sewing machines warranted to be adjusted at their residences free of charge for hire. All kinds of sewing machines to rent at reasonable prices.

NASAL CATARRH, BRONCHITIS, ASTHMA, AND all Head, Throat and Lung Diseases; also Deafness, Discharges from the Ears, etc., successfully treated by Dr. Ahorn, 213 Geary street, San Francisco, after the ordinary methods have failed. The most difficult cases are invited to call. The marvelous cures effected by his modern scientific method during the past four years, are still subjects of remark, and are attracting universal attention; and patients from all parts of the Pacific coast are availing themselves of his treatment.

ODD FELLOWS' LIBRARY.—No pleasanter place to spend leisure hours can be found than at the Odd Fellows' Library, second story of Odd Fellows' new building, corner of Smith and C streets, Virginia. Four thousand volumes of choicest reading, all the principal newspapers of the Pacific coast, the principal literary journals and magazines of the United States and the Old World, large and comfortable reading room and sitting room. Subscription $6.7 $1 per month. Open to all.

FRUIT.—T. R. MOSHER, the irrepressible fruit, vegetable, game, poultry, provisions and grocery dealer, at 116 South C street, has the largest, finest and cheapest lot of fresh fruit ever brought to this market. He is selling the best quality of apples at from $1 to $1 50 per box, delivered free of charge to any part of the city. He receives fresh fruit and vegetables from California every morning. 16

EVENING SCHOOL.—Professor Cromwell has opened an evening school at the public school building in Gold Hill. Daily sessions from 7 to 9 P. M. Parents desiring instructions in the English branches will do well to avail themselves of the present opportunity. Terms reasonable. 23

NEVERS EARS WILL ANSWER!—If you are hoarse, have a cold, or hard cough, ask your druggist for Hale's Honey of Horehound and Tar. Take nothing else. It is the one sovereign remedy for all complaints of the throat and lungs. Collisson's 5th Avenue. Sold by all Druggists. Fake's Toothache Drops cure in one minute.

FORTY YEARS' EXPERIENCE have tested the virtues of Dr. Wistar's Balsam of Wild Cherry and it is now generally acknowledged to be the best remedy extant for pulmonary and lung diseases; embracing the whole range from the slight cold to a settled consumption. Were it not for its merits, it would long since have died and made no sign.

Clipped By:
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