



Report

Leyden Mine

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Report on the

LEYDEN MINE FIRE

December 14, 1910

Leyden, Jefferson County, Colorado

Operator: Leyden Coal Company.

By

J. C. Roberts, Mining Engineer

Denver, Col., Dec. 3, 1911.

Report of Leyden Mine Fire.

A fire occurred in the Leyden Mine at 8.30 p.m. on December 14, 1910, which resulted in the death of ten men, all of whom were probably suffocated by the smoke from the fire, as no single man was found 500 feet from his working place.

At 6.30 a.m. on the morning of December 15, a telegram was received from James Dalrymple, State Mine Inspector, as follows: "Fire in Leyden Mine, top burned, ten men in mine, bring car at once."

Car #2 was at the Sopris Mine, 6 miles from Trinidad. Arrangements were made with the C. & S. R. R. to furnish engine to haul car to Trinidad to catch the 8.30 train from Trinidad, and with W. D. Gitchell, General Superintendent of the Victor-American Fuel Co., and J. S. Thompson of the Colorado Fuel & Iron Co. to lend us men, helmets and oxygen. The car had only two full cylinders of oxygen, and fortunately we were enabled to borrow two tanks of oxygen and four men from the V. A. F. Co., and three tanks of oxygen and three men from the C. F. & I. Co. Wire was sent to Linde instructing them to send six tanks of oxygen to Leyden, and wire was also sent to Pittsburgh asking that this order be confirmed, but reply came back stating that the order had been countermanded and that in future all orders must come through the Pittsburgh office.

Wire was also sent to Mr. A. D. Parker asking him to instruct his conductors to pass the helmet men with our car.

The car arrived at Leyden at 7.30 p.m., and two hours were spent in training some of the local men who were familiar with the mine in the use of the helmets.

In the meantime conference was held with the management of the mine and the State mine inspectors, and the writer was requested to take charge of the

rescue work, and consented to do so, on condition that he should be given absolute control and authority and that no orders should be given except through him or his representative.

The conditions of the mine on arrival were about as follows:

The mine is opened by two shafts 700 feet deep, the fan being located at No. 1 shaft, which is the uptake for the air, shaft No. 2 being the downtake. The air split at the bottom of shaft No. 2, one-half going to the north and the rest to the south side of the mine. The haulage is by mules to the main entries, and by tail rope to the bottom of shaft No. 2. (Shaft No. 1 was used only for hoisting rock.) The power to run the ropes was furnished by electric motors, located the one south and the other on the north side, each 50 feet from the shaft, and worked independently. The fire occurred in the south motor room, and immediately upon the smoke issuing from the fan the pit boss, William Laurie, and three other men went down the main shaft (No. 2), got out the five men who were working on the north side, and tried to put out the fire with hose, but some one on the surface reversed the fan and drove out the firefighters who barely escaped with their lives, when the flames shot up the shaft.

The man who reversed the fan hoped to save the 10 men who were working on the south side, forgetting the men at the bottom of the shaft.

In a very short time all the surface plant, including the wooden head frame, engine and boiler room were on fire, the shaft timbers all burned out, and the shaft caved tight, so that when the car arrived there was no air coming through this shaft, which now became the upcast, and the whole mine was filled with "black damp". The State mine inspector very properly would not allow any one to go down the shaft until the car arrived with the helmets.

At 9.30 p.m. four helmet men went down the shaft, and when within 10

feet of the bottom their safety lamps went out; so they came back, and it was decided to patch up the partition between the two compartments of the shaft, brattice off the north side, and split the main south entry in order to establish a circulation. This was started immediately by the helmet men, and as soon as it was safe for men without helmets to go down to the bottom, brattice crews were organized and the work proceeded without interruption, the helmet men going ahead, putting up props and nailing on boards, and the brattice men coming behind with the brattice cloth.

A station was then established at the bottom of the shaft, and four helmet men were instructed to go ^{to} the parting at the junction of the fifth southwest and "A" entries, where it was hoped that all the men working in that part of the mine had congregated.

The reason for this hope was that this parting was protected by steel doors at each end, and it was thought that if they could get between those doors they might be protected from the smoke and might possibly be still alive. This run was made on the night of the 15th, and four men were found on the inbye side of the parting near the door. It seems evident that these four men reached the parting, but the smoke or gas drove them out. Why they went out the inbye door instead of the outbye is a mystery. As these men were found dead, it was assumed that the other men could hardly be alive, and as the distances to the working places of the others were too great to be traveled with the helmets, all energies were bent to bratticing the main south in order to establish the air and drive out the CO₂.

By the night of the 18th the air was carried up the first southwest to "B" entry and a station was established 100 feet inbye the intersection of the

first southwest and "B", and the helmet men explored A, B, C, D, E, F and G on the south side, and found three men in between the fourth and fifth southwest, and one man in the second southwest near the intersection of first southwest and G. Our base of operations was established in the first southwest, 150 feet outbye A entry, and while our helmet crew of four men was exploring, four other helmet men, with knapsacks on their backs, but helmets in their hands, sat ready at a moment's warning to go to the assistance of the men on the inside if needed. Men without helmets were patrolling constantly all crosscuts and brattices (two at each crosscut), and four men at the brattice splitting the main south entry from the shaft (No. 1). Safety lamps were kept burning always 150 feet inbye our base, and if they showed any signs of going out or dimming or went out, the reserve crew moved back 150 feet leaving a lamp in the abandoned place.

By the night of the 24th the whole south side of the mine was explored, and still the other two bodies had not been found, and this necessitated exploring the north side of the mine, though it seemed impossible for these two men to have gotten to the north side, when no other man had succeeded in getting over 500 feet from his working place.

An effort was made to explore the shaft bottom where the fire was by coming down the first northwest, and we succeeded in getting to within 100 feet of the main north, but the steam and smoke were so dense and hot that the effort was abandoned.

The air was then cut off from the south side and all carried to the north, which was fully explored in the same way as the south side had been explored, but no trace of the missing men could be found.

We then felt confident that the missing men were on the south side near

their working place and had been overlooked, which proved to be the case, as they were found in room 3 off the L entry from the second southwest near the face of the room behind some timbers, at 4.30 on the morning of the 29th.

On the morning of the 20th the helmet crew, headed by J. C. Davidson, was exploring the L entries, and on coming out of room 2 Davidson struck his head a severe blow on a low roof and was partially dazed by the blow; at the same time his helmet was partially knocked off his face so that it leaked some air from the outside. He did not realize this fact but thought his bad feeling came from the knock on the head. One of the men asked him if they should go into room 3, but he said "No", he felt too bad and must go out; so they all came out, and when they got to E entry Davidson collapsed and was brought to the reserve station by the other men, the pulmotor applied to him, and he was revived and brought to the surface where he quickly recovered.

I immediately went below again, and instructed the next helmet crew to complete the examination of the L entries. They came back and reported that they had gone so, and found nothing except the overcoat of one of the men in the entry.

After the whole mine had been explored and no trace of the two men could be found, the air was again turned into the south side, and in the early morning of the 29th the helmet men informed me that they had not gone into room 3 off the L entry as there were two cars in the neck of the room, but they flashed their lights in there and saw the floor and face, but no signs of the men, who were afterwards found lying flat on their faces behind timbers.

The failure to find these men in the first place caused us ten days of very hard and dangerous work, and shows how easy it is to overlook bodies in a

mine after a fire or explosion.

It also teaches us that an exploring party cannot be too careful in its search, but should neglect no crack or corner and search carefully every inch of the ground.

The only other minor accident that occurred to our helmet men was while bringing out the bodies of the men. David Reese, of the Victor American Fuel Co., without any warning fell flat on his face, his helmet falling off his head. He was wearing a Westfallia helmet. The strap in some unaccountable way became unfastened, and the helmet fell off. He was only 500 feet from air, and was quickly brought out, and immediately recovered without any assistance. There were five other men with him.

The greatest care was taken to prevent any accident to the rescue men, and nothing that could be thought of was left undone leading to this end.

The men attached to car 2, F. W. Tweedale, foreman, and F. C. Harvey, first-aid miner, did their full duty and more at all times, and are highly commended for their excellent work and good judgment.

The thanks of the writer and the bureau are most gratefully accorded to the helmet men who cheerfully volunteered their services and risked their lives for the cause, working unceasingly and uncomplainingly day after day and night after night, ready at all times to respond to every call to duty regardless of how hazardous the undertaking, or how frequent the call.

Their names are as follows:

D. H. Reese, Victor American Fuel Co., Hastings, Col.

J. W. Thomas, Victor American Fuel Co., Chandler, Col.

Philip Davis, Victor American Fuel Co., Chandler, Col.

Walter Saxon, Victor American Fuel Co., Chandler, Col.

John C. Davidson, Colorado Fuel & Iron Co., Morley, Col.

George Smith, Colorado Fuel & Iron Co., Morley, Col.

John Deldoso, Colorado Fuel & Iron Co., Sopris, Col.

Thomas Warrick, Colorado Fuel & Iron Co., Starkville, Col.

Ford Cornwall, Colorado Fuel & Iron Co., Frederick, Col.

Clyde Ferris, Leyden Coal Co., Leyden, Col.

William Adamson, Leyden Coal Co., Leyden, Col.

John Conway, Leyden Coal Co., Leyden, Col.

Lewis Eder, Leyden Coal Co., Leyden, Col.

and the many other men who volunteered and so ably assisted in the work of bratticing, etc. Out thanks are also tendered to the officials of the Leyden company, Messrs. J. G. Perry, Fred Neumeyer, W. M. Laurie, and others, and to Mr. James Dalrymple, Chief State mine inspector, and his able assistants, for advice, courtesy and assistance in conducting the work.

After the work was completed and the bodies all recovered, the Leyden company presented the helmet men with a check for \$100.00 each, with the exception of course of the government men, who were forced to decline the offer.

The doors in this mine were entirely of steel with solid concrete frames, and but for these steel doors the whole mine would probably have been destroyed, and both shafts burned. The doors surrounding the shaft (No. 2) were so hot when we entered the mine that it was impossible to bear the hand on them. A blueprint of these doors is given herewith. (Note: The blueprint will be mailed you later as it is on car No. 2.)

The cause of the fire will probably never be known, but from all the evidence that can be gotten it seems to be another case of the careless and reck-

less use of open lights, together with all the other dangers they entail.

The Leyden Mine is located in Jefferson County, Colo., Township 2 S., Section 26, R. 70 west on the D. & N. W. R. R., about 15 miles northwest from Denver, at an altitude of 6,000 feet.

The officers are:

S. M. Perry, President, G. & E. Building, Denver, Col.

J. G. Perry, General Superintendent, G. & E. Building, Denver, Col.

Fred Neumeier, Superintendent, Leyden, Col.

W. L. Maurie, Pitt Boss, Leyden, Col.

The coal is sold under the trade name of the Leyden Co., and largely supplies the Moffat road, The Denver City Tramway, and the local trade of Denver and surrounding towns.

The coal is classed as a lignite, with a thickness of 5 feet to 8 feet, averaging about 6-1/2 feet. The dip of the seam is irregular and to the east. There are no faults, rolls or horsebacks, and no methane has ever been discovered. The mine is opened by two shafts 700 feet deep, and is worked on the double entry room-and-pillar block system.

The entries are 10 feet by 6 feet, the main pillars 75 feet and the side and stub pillars 50 feet; room pillars 22 feet, barriers 75 feet. The rooms are 22 feet by 200 feet .

The recovery of coal claimed is 80 per cent. The capacity of the mine prior to the fire was 1500 tons, with an average production of 1000 tons per day. The maximum day's run was 1309 tons.

265 men were employed, 235 under ground and 30 on top.

The tibble was of wood and the cage was of steel, self-dumping; manufactured by the Duncan Iron Works.

There were two boilers, capacity 160 h.p. (80 each) on No. 1 shaft, and seven boilers, capacity 700 h.p. (100 each) on No. 2 shaft.

The fan is a Jeffrey (Capel), driven by a direct-connected steam engine, and has a capacity of 60,000-75,000 cubic feet of air per minute, with an average water gage of 9 inches.

Open lamps using "Miner's White" oil were used exclusively in the mine, except on the main haulage roads where electricity at 250 d.c. was used.

The mine made about 60 gallons of water per minute, and the pumps were driven by steam and air.

Coal-mining machines:

3 Jeffreys) Electric	6 Sullivan)
1 Sullivan) 250-volt d.c.	1 Harrison) Air-driven punchers.
		1 Ingersol)

The pit cars weigh 2000 pounds, with a capacity of 4500 pounds.

Track gage 36 inches, using 20-pound rails throughout. Crossties are of red spruce, 4 inches by 4 inches by 4 feet 6 inches, and all props are of native pine.

All stoppings on the main entries are of concrete, and the side entries of wood.

The mine is naturally dry except in a few places, and is sprinkled once a week by cars and hose.

One very peculiar thing about this mine is that as soon as the floor begins to heave the working place fills with CO₂ and requires a large amount of air to clear it out.

The floor consists of a hard fireclay and does not heave until it is softened up by the sprinkling.

Black powder is used in coal and 40% nitroglycerine dynamite in the rock.

The miners load and fire when they get ready, using squibs.

The miner is allowed to carry 12-1/2 pounds of powder into the mine in a keg, but must leave same at room neck until ready to load and fire.

Maximum diameter of drill-hole is 2 inches, and maximum size of charge 30 inches, which is put in paper cartridges.

Coal-dust (drillings) was used for tamping, but I am informed that in future operations clay will be used.

DATA SHEET FOR MINE MAP REPOSITORY

QUESTIONS	COLUMNS	ANSWERS
Map Number	1 - 6	
Card Number	7 - 8	10
State Code	10 - 11	08
County Code	12 - 14	059
Mine Name	15 - 46	44204 11-01
Mine ID (H & S)	47 - 56	X
Mine Type	57	1
Company Reference (card)	58 - 59	50
Modifier	60	1
Mine ID (B. of Mines)	61 - 65	X
UTM	66 - 80	
Card Number	7 - 8	60
Reel Number	10 - 14	
Frame Number	15 - 18	
Number of Scenes	19 - 21	
Date of Filming	22 - 27	
Document Classification	28	
Distribution Limitation	29	
Declassification Schedule	30	
River Basin Code	31 - 34	
Land Survey	35 - 52	
Army Map Number	53 - 60	
Quadrangle Name	61 - 76	
Date of Document	77 - 80	1910

DATA SHEET CONTINUED

QUESTIONS	COLUMNS	ANSWERS
Card Number	7 - 8	61
Commodity Code	10 - 17	12120
Mine or Company ID	18 - 20	X
Card Number	7 - 8	63
Bed Code	10 - 12	X
Mine Reference (card)	13 - 14	X
Card Number	7 - 8	65
Reference Document	10 - 23	45
Mine or Co. Reference (card)	24 - 25	X
Modifier	26	X
Card Number	7 - 8	50
Company 1	10 - 41	LEYDEN COAL CO
Company 2	42 - 73	X
Card Number	7 - 8	70
Narrative	10 - 80	

Data Complete 9/27/77 Data Punched _____ Posted to Base Map _____



Newspaper Accounts

December 15, 1910

MINE EXPLOSION, 12 MEN BURIED

Denver, December 15.—An explosion in the Leyden coal mine, owned by the Leyden Coal Co., 14 miles west of Denver, last night entombed at least 12 men and possibly more in the lower workings of the mine. The fate of the men is unknown, but it is feared all may have been killed by the explosion or burned to death in the fire which followed. The upper workings caught fire immediately and prevented their escape. There is an old connection between shafts Nos. 1 and 2, but it is believed that this has become clogged by debris.

Rescuing parties are trying to pump air into shaft No. 2 in the hope of keeping the entombed miners alive if they have survived the explosion.

The upper workings of the mine are still on fire and efforts to extinguish the flames are being made.

**MAKES DARING DASH
OF 1,100 FEET ALONE.**

At 9:30 o'clock a third helmet party went below. These men did not get very far. At a point about 1,100 feet from the shaft one of the men broke the glass front of his helmet, making it impossible for him to protect himself from the bad air in the entry. He was carried to safety by his comrades before the black damp could get in its fatal work.

After this trip further work on the part of the helmet men was abandoned for the night, to be taken up again in earnest today.

While the helmet men had been working, however, H. Douthwaite, a deputy state mine inspector, went down alone and without a helmet. He made a running trip to a point 1,100 feet from the shaft, but found nothing. His act was regarded as especially daring.

F. A. Perry, the purchasing agent for the company, said yesterday that the company was caring for the families of the dead and missing miners, and would continue to do so, providing well for the widows.

Mr. Perry also said the company was beginning to get some idea of the extent of its loss. The surface loss—to the boiler plant and hoists—he thought would amount to at least \$100,000. The burned-out shaft cost about \$150,000. The mine will be unable to operate to any extent for perhaps seven months, which will bring the total loss up to more than \$500,000.

December 16, 1910

MINERS MAY LIVE IN FLAMING PITT

Denver, Col., Dec. 16.—The ten miners imprisoned by fire in the Leyden coal mine, 14 miles northwest of here Wednesday night are still in the mine. According to J. C. Roberts the government expert in charge of the rescue work, the men have a good chance of being found alive if they remained where they were working when the mine caught fire.

A party of five men from the government mine rescue car, equipped with oxygen helmets, is exploring the lower workings, 750 feet under ground at the bottom of shaft No. 1, but the rescuers have been able to make little headway because of the gas with which the mine is filled. Twenty-seven dead mules were found 315 feet south of the shaft.

(By HARRISON W. PHILLIPS.)

Casting aside all considerations of personal safety, Thomas W. Tweeddale, daring helmetman of the government mine rescue car and hero of the Starkville and Delagua coal mine disasters, dashed at the head of six equally as fearless workers in the wonderful oxygen helmets, through the new air course bratticed off to the south for a distance of 500 feet from the foot of Shaft No. 1 of Leyden mine, into the main southwest entry filled with deadly black damp, ran through the poison-laden atmosphere for 2,600 feet, burst open the steel door leading into the fifth west parting, at 8:30 o'clock this morning, and found four bodies where it had all along been expected that the entire ten missing men would be discovered.

GIGANTIC GAVE-IN AT LEYDEN MINE BARELY MISSES RESCUE PARTY

Delay of Ten Seconds in
Opening Huge Steel Door
Is All That Saved Them.

CAUSE OF AVALANCHE SAID TO BE
INTENSE HEAT FROM FIRE AT SHAFT 2

Bodies of the Four Men Left Where They Were
Found--Theory Now Is Disaster Began
as an Immense Conflagration.

(BY HARRISON W. PHILLIPS.)

Although the bodies of Lester Jones, John Augustine, Frank Ciskatte and Eli Devey were located in the wrecked Leyden mine at 8:30 o'clock yesterday morning, according to official announcement from the operating company—three hours and a half earlier, according to the belief of people in the vicinity of the mine who have overheard remarks let fall by members of the rescue shift—it was stated last night in the office of the company at Leyden, by men possessing official or managerial authority, that the dead would be allowed to remain as found until tonight, at least.

The only reason given for this decision was that the time of the rescue shifts would be required last night and probably all day today in rigging up, by the aid of brattice cloth, a new and much shorter way of reaching the other six imprisoned men than any that has been heretofore tried.

FOUR BODIES BROUGHT FROM LEYDEN MINE; NO HOPE FOR OTHERS

**Six Brave Men, Headed by Thomas
W. Tweeddale, Hero of Starkville and
Delagua, Dash Through 2,600 Feet
of Deadly Gas and Burst Open Steel
Door Concealing Tomb of Victims.**

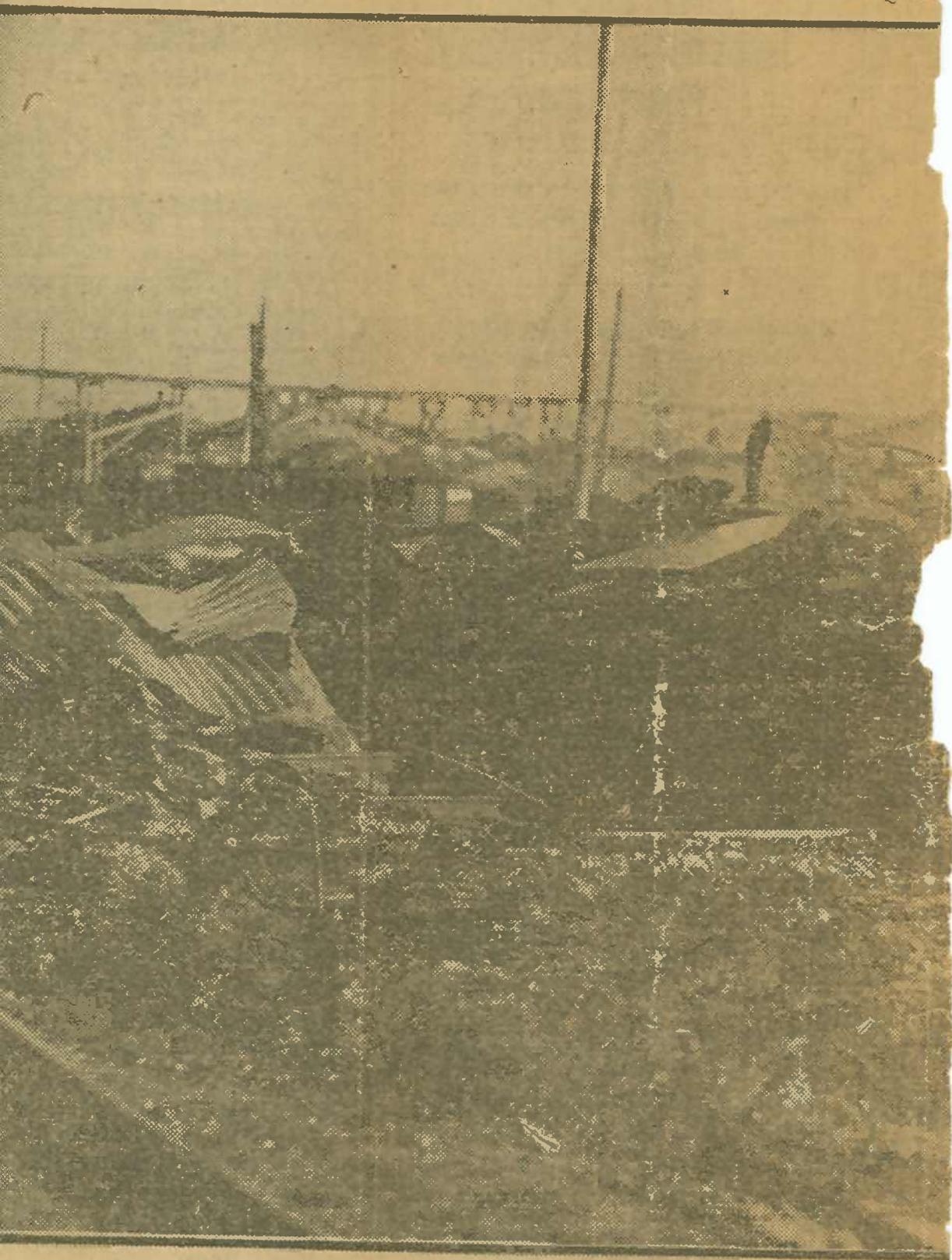
**MINERS EVIDENTLY HAD DONE ALL
THEY COULD TO PROLONG LIFE**

**Surrounded by Poisonous
Fumes and Not Daring to
Quit Haven of Refuge, They
Shout for Help Until Last.**

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GENERAL VIEW OF THE RUINED "NUM"
Showing the entrance to the shaft, with the wreck of the shafthouse littered
any, photographed on the scene of the disaster.

BODIES OF 5 MEN, VICTIMS OF LEYDEN MINE, BROUGHT OUT

Search for the Other Five Is Going On, but at a Slow Rate.

MERRICKS MAY BE SAFE

Thought to Have Fled to the Deepest Recesses of the Workings.

Bodies of five of the ten men imprisoned by fire in the Leyden mine last Wednesday evening have now been brought to the surface. Search for the other five men is still in progress. Those in charge have faint hope that the two Merrick brothers may be found alive, but are certain that the other three entombed men are dead.

The body of Lester Jones, night driver, was brought to the surface early this morning. It had been found near the corpse of John Augustine, night foreman, whose body was brought up Monday.

A few minutes before noon today the bodies of Frank Ciskatte, Eli Devey and George Supanchet were brought out of the mine, seventy-five and one-half hours after they were first located. No excitement was occasioned at sight of the bodies and there were no scenes from waiting relatives. The remains were delivered to Coroner Davidson at his temporary morgue in the company's carpenter shop, and will be prepared for burial.

HIDING PLACE OF MERRICK BOYS A MYSTERY.

None of the rescue shifts has thus far succeeded in finding the place to which the Merrick brothers fled when they found themselves menaced by smoke and afterdamp last Wednesday night.

The explorers have now gone into such remote parts of the mine that, in order to go farther, they must remain away from the supply of good air more than two hours. The oxygen in the helmet tanks lasts only two hours, so they have reached their limit. They cannot explore more distant workings until the brattice work has been pushed forward, carrying good air; then the men can go and return to the supply of fresh air without overstepping the two-hour period.

This work of bratticing is now being pushed with all possible speed. But Prof. J. C. Roberts, the government helmet expert who is in charge of the rescue work, is very despondent.

"We have found no more than the five bodies," he said. "The mine employes were certain they knew just about where the other five men were, but we have not found one of them where we expected. We will probably have to go all through the remote parts of the workings before we can find them, and heaven only knows how long that will take.

"There were several indications that the Merrick brothers had retreated as far as they could get when they found that the mine was filling with smoke. They took their coats and lunch pails with them, as well as a sheet of canvas. They were level-headed men, and probably bratticed themselves off in some distant corner. But the smoke and black damp has gone through the whole workings, undoubtedly,

be alive in the place. Still, we are going to take advantage of that chance, slight as it is. We will push forward as fast as we can."

DEADLY BLACK DAMP SPREADING IN SOME PARTS.

The helmet crew reported that the deadly black damp appeared to be spreading in some parts of the workings. Their lights went out at a point not far beyond where they found four of the bodies two days previous. Yesterday they penetrated to a point much beyond this, but were not then bothered by the damp.

Work has already been started toward clearing up the wreckage about the burned engine room and electric light plant. Some small piles of coal that were placed beside the boiler house are still smouldering, but a stream of water is constantly being played upon these and all danger of the fire spreading is now over.

Governor Shafroth, in discussing the Leyden disaster, said he thought something should be done to afford better protection to the coal miners and to expedite the work of rescue when accidents occurred. He suggested the division of the state into six or seven districts, each having its own force of inspectors and rescue men. He thought there should be more mine rescue cars, with additional forces of expert helmet men.

In connection with the rescue work it was stated yesterday by a number of

miners that the company had no blue prints of the workings at the mine and that this delayed the work. This is denied by company officials, who state that they had detailed workings of every part of the mine.

Governor Will Ask More Inspectors and Three Rescue Crews

Governor Shafroth favors a tax on coal companies of 1 cent per ton of output, the money so collected to be used for the maintenance of an enlarged bureau of coal mine inspection and of three rescue crews to be stationed in different parts of the state.

"We ought to have at least six deputy coal mine inspectors," said the governor, "and the work of inspection ought to be thoroughly done, so that enforcement of the law should be compelled in every mine. I do not think it right that the large expense attending these unfortunate calamities should be borne by the public.

"The rescue crews ought to be stationed, one in the southern field, one in the northern and one on the Western slope.

Merrick Boys May Still Be Alive in Mine

Rescue Crews Have Not Given Up Hope but Think Miners Are in Leyden North Work- ings.

That Louis and Frank Merrick, the only two missing of the ten entombed miners caught in the fire at the Leyden mine a week ago last night, are in the north workings has been definitely determined, but whether dead or alive is still an open question.

Practically every foot of the entire south workings have been explored, according to General Manager S. M. Perry, who was in telephone communication with the mine at 11 o'clock last night. The helmet and brattice crews now are confining their attention to the north workings. The first northwest entry was explored yesterday for several hundred feet, but without result.

The rescue crews are compelled to face the same ventilation problem in the north workings that they had to contend with in searching the south workings, only not to the same extent. The air conditions are better, and for this reason the entire north workings should be explored by Saturday. By working all night, the brattice men expect to have a much better air current flowing through those portions of the north entries closest to the shaft. The ventilation has been shut off almost entirely from the south workings, showing that the rescue parties are convinced that the Merricks are not in those workings.

The question whether or not the Merricks are alive depends wholly on the percentage of black damp in the north workings. In the mine disaster that occurred more than a year ago at Cherry, Ill., several men were found alive after being entombed without food or water for one week. The Merrick boys, it will be remembered, took with them full dinner pails when they went into the Leyden mine, a week ago, and they also had some water. Besides, there is some water in the north workings that is fit to drink. If the Merricks succeeded in bratticing themselves off in the north workings in fairly good air, the chances are that they are still alive, but, unless found today or tomorrow, the chances of their being taken out alive are against them.

TEN MEN ENTOMBED IN COLORADO MINE

Fire Rages in Depths and
Little Hope Is Held
Out.

BY ASSOCIATED PRESS.

DENVER, Col., Dec. 15.—Little hope is held out for the safety of the ten miners entombed in the Leyden mine, 16 miles northwest of this city. They are prisoners as the result of a fire which spread to shaft No. 2 last night, cut off the escape of the men and destroyed the shaft and the tippie, as well as other surface buildings.

Throughout the day rumbling from beneath indicated that the shaft was caving in. The Government rescue car sent from Trinidad, reached Denver, this evening. Tests were made by lowering live rabbits. When raised the rabbits were dead.

NORTON, W. Va., Dec. 15.—The death tolls of the explosion in the Greeno mine near here yesterday, was ten men. Nine were killed in the explosion and one died after being taken out. The last two men to be rescued were found early today, in a semi-conscious condition.

RESCUE PARTIES IN LEYDEN MINE FAIL TO FIND 5 BODIES

Those Already Discovered to Be
Brought to the Surface
During the Day.

ONE RAY OF HOPE SEEN

Canvas Torn From Old Brat-
tice Work by Men to
Make Barricade.

(Continued From Page One.)

bring them out, each man was given a little sack containing chloride of lime to be hung about his neck to avoid being overcome while engaged in his repulsive occupation.

No reason has yet been found to explain the action of the company in failing to get out the five bodies that had been located other than the statement that the oxygen helmet men were all needed to make the search for the other men who might still be alive.

This declaration was made in the face of the fact that last Saturday, after nearly a thousand feet of bratticing had been built and the fan had been pouring a steady, powerful column of pure air into the mine since Thursday evening, the helmet men found on penetrating the depths of the mine a dead cat with its tongue protruding, showing the terrible deadly nature of the gas that filled the entire workings.

There were many signs of activity among the rescue workers today. Heretofore, the various details of the work have been carried on with exasperating slowness. Each time a shift of helmetmen would emerge from the mouth of shaft No. 1, they were taken in tow by a company official, escorted to the office and locked in an inner room for a long drawn-out conference.

Not until after these "conferences" were finished, and the rescue workers had started back to the mine again, was any information given out to the eager relatives of the imprisoned men. And then the bare statement would be made that "the helmetmen report the discovery of a body in such and such an entry; the roadway was found perfectly clear, the air good, and excellent progress is being made."

MINERS ADVANCE DIFFERENT THEORY.

From another source it was learned that the 8 o'clock shift came across the abandoned coal cutting machine at which Frank and Louis Merrick were engaged as late as 8 o'clock last Wednesday night. It is supposed that the young men, as soon as they detected the smell of smoke, fled from the menacing indication deeper into the workings, seeking some chamber into which they might shut themselves and live upon the pure air it contained.

A number of employes of the Leyden Coal company venture the suggestion that the Merricks ran as far as the breast of the mine—which is the uttermost part—and there made a gallant but hopeless last stand against the inevitably horrible death that results from being enveloped in choking black damp.

William Laurie, mine foreman, who is one of the most intelligent of the employes of the coal company, stated this morning that the five bodies which have been located would positively be brought above ground by noon. Mr. Laurie admitted that it is idle to entertain the slightest hope that any human being or animal will now be found alive in any part of the mine.

"We are going to get right at the work of bringing out those bodies this morning," he said, "and we also believe that the other five will be found before tonight. If possible, the entire ten will be above ground soon after dark."

It was announced at the company's office that the body of John Augustine, the night foreman, who was found, as he had died, holding a handkerchief tightly over his nose in the effort to shut out the poisonous fumes, would be the first to be removed from its temporary vault in the wrecked mine.

Augustine was found in H entry, off the second southwest, 1,800 feet from the foot of shaft No. 1. This is said to be easier to reach than the place at which Jones, Supanchet, Devey and Ciskatte were discovered.

MINE VISITED BY AUSTRIAN VICE CONSUL.

Joseph Goricar, Austrian vice consul, whose official duties require him to attend to the affairs of his fellow countrymen who die in his jurisdiction, paid his first visit to the Leyden mine yesterday. He came direct from Trinidad, where he has been an interested observer of the coroner's inquest over the remains of seventy-nine men killed in a blow-up of the Delagua coal mine last month.

Mr. Goricar said he would return to Leyden today and request permission to descend into the mine, so that he might

see for himself as nearly as possible the conditions under which five of his countrymen met death after Wednesday's fire.

F. A. Perry, treasurer of the company operating the mine, declared this morning that neither Mr. Goricar nor anybody else not having sufficient knowledge of coal mines to take care of himself in the depths of such a hazardous place would be allowed to enter the Leyden mine today.

BODY OF ANOTHER LEYDEN VICTIM FOUND.

Sunday's work at the mine resulted in the finding of only one more body. This was the remains of John Augustine, night foreman. The discovery of this body leaves five men unaccounted for.

One of the bodies was removed yesterday. The men in charge of the exploration work thought it best to push ahead through still remoter parts of the workings, upon the bare chance that some one might yet be living.

John Augustine died of suffocation from the smoke that filled the mine. His body was found in front of a doorway 1,800 feet from the foot of the shaft that is now being used. There was a handkerchief over his face, as if he had sought to protect himself from the bad air as long as possible. There were indications that he had been nearer the foot of the shaft when the clouds of smoke began to pour through the entries, and that he had retreated to a remote part of the mine, seeking to get beyond the reach of the smoke and get at least one of the steel compartment doors shut between himself and the advancing smoke. It seemed as if he had reached one of the doors, but had been too overcome to get through and close it. He had dropped upon the floor, covering his face as a last protection.

Augustine's body was found at 12:30 o'clock by a party of four helmet men. These men were John Davidson, Louis Eder, George Smith and A. C. Smith. Davidson was in charge. They went into the mine a few minutes before noon.

Other parts of the mine were explored yesterday, but no other bodies were found. At night the crew of helmet men got considerably beyond the place where Augustine was found.

The party that found Augustine came to the surface at 1:30 o'clock. At 3:30 another party went down, staying two hours. These men reached the most distant point from the shaft yet attained. They went 3,200 feet to the southwest. While going about the entries the black-damp put out the lamps of all the men, and only one of the electric flashlights in the company could be made to work. The men had to turn and start back for the shaft. When only half the distance had been covered this tiny light went out, and in hand the men slowly retreated through the complete darkness. It was a slow and dangerous trip and was finally made in safety.

Crew Installing Telephone System in Mine

In shaft No. 1, so far as preparation could be made. But J. C. Roberts, in charge of the rescue car, explained the facility of sending men, unaccustomed to the use of the helmets used by the rescuers, into the mine until the manipulation of the air valves had been thoroughly explained. Volunteers were called for from miners, and half the men about the shaft offered their services. All were eager to have a hand in the rescue.

Half a dozen men, who are thoroughly familiar with the interior of the mine, were selected and were taken into the rescue car, where they were given a brief talk on the construction of the helmet. They were warned that coolness was especially essential and were told not to forget that they were perfectly safe so long as they kept the helmet on. "Under no circumstances take that helmet off," warned Mr. Roberts. "If you think something is wrong with your helmet and you have difficulty in breathing, speak to one of my men, who will accompany you, and he will remedy the trouble. Take your time in proceeding and remember that if when you reach the entombed men you are in an exhausted condition you can be of little use. If any one of you is overcome he will be carried out by the rest of the party. The whole party will stick together and will enter and leave the mine together."

Decide to Send in Three of

Crew and One Volunteer

It was decided to send three members of the rescue crew and one volunteer into the mine in the first party. The rescue car is equipped with six helmets, which carry oxygen sufficient to last two hours. Following an explanation of the manner in which the helmets are worked, four of the volunteers were equipped with them, it being designed to let them keep the helmets on for half an hour or more to get accustomed to them. The men were taken outside the car and walked about for half an hour with the helmets on. They worked perfectly, the men experiencing not the slightest difficulty in breathing.

These preparations took until after 3 o'clock when the first rescue party was made.

These miners ask such blunt questions as these:

"Why are those four bodies to be allowed to remain in that mine more than forty hours after they were located, instead of being turned over to their relatives and buried properly?"

"Isn't it just a trifle peculiar, to say the least of it, that a tremendous cave-in should take place in a coal mine caused merely by the heat from a distant fire feeding on nothing but timbers?"

"If this fire that wrecked the Leyden mine started, as company officials say it did, from a lighted cigar stub or crossed electric wires, or a carelessly cast-off burning lampwick, how did it happen that between five minutes before 8 o'clock last Wednesday night, when Benjamin Butler and Lee Newcomb came away from the engine room that afterwards burst into flame, without seeing or smelling fire, and fifteen minutes after 8 the same night a conflagration was in progress of such magnitude that the whole fighting force of the company could not cope with it?"

The plain truth about the Leyden disaster seems to be that the fire was so fierce in its spreading and so devastating in its progress, because it began as a big conflagration, when the vein over the motor room, near the bottom of Shaft No. 2, which admittedly has been burning for the past year, ate its way close enough to the roof of the motor room to precipitate a colossal cave-in that let down into the structure a veritable avalanche of blazing coal. This explanation seems to be the only one that approaches anywhere near to covering a conflagration of the size of that which wiped out most of the plant above and below ground at Leyden.

COAL IN MINE NO. 2 BELIEVED TO BE BLAZING.

When the company officials say, in one breath, that only the timbers at the bottom of Shaft No. 2 are on fire, and in the next that the entries are filled with black damp, they overlook the fact that black damp is not generated by burning wood, but is a gas that is freely thrown off by coal that has become ignited. Men connected with the mine freely declare their firm belief that the coal in Mine No. 2 of the Leyden property is ablaze, and that this fire is eating its way into the farthest recesses of the mine. They point to the mighty cave-in of yesterday afternoon in support of their belief.

It has become known that, despite the company's strenuous denials, the fire in the upper vein has broken out four times within the past month and as many times has been sealed up. Alexander Sanromani,

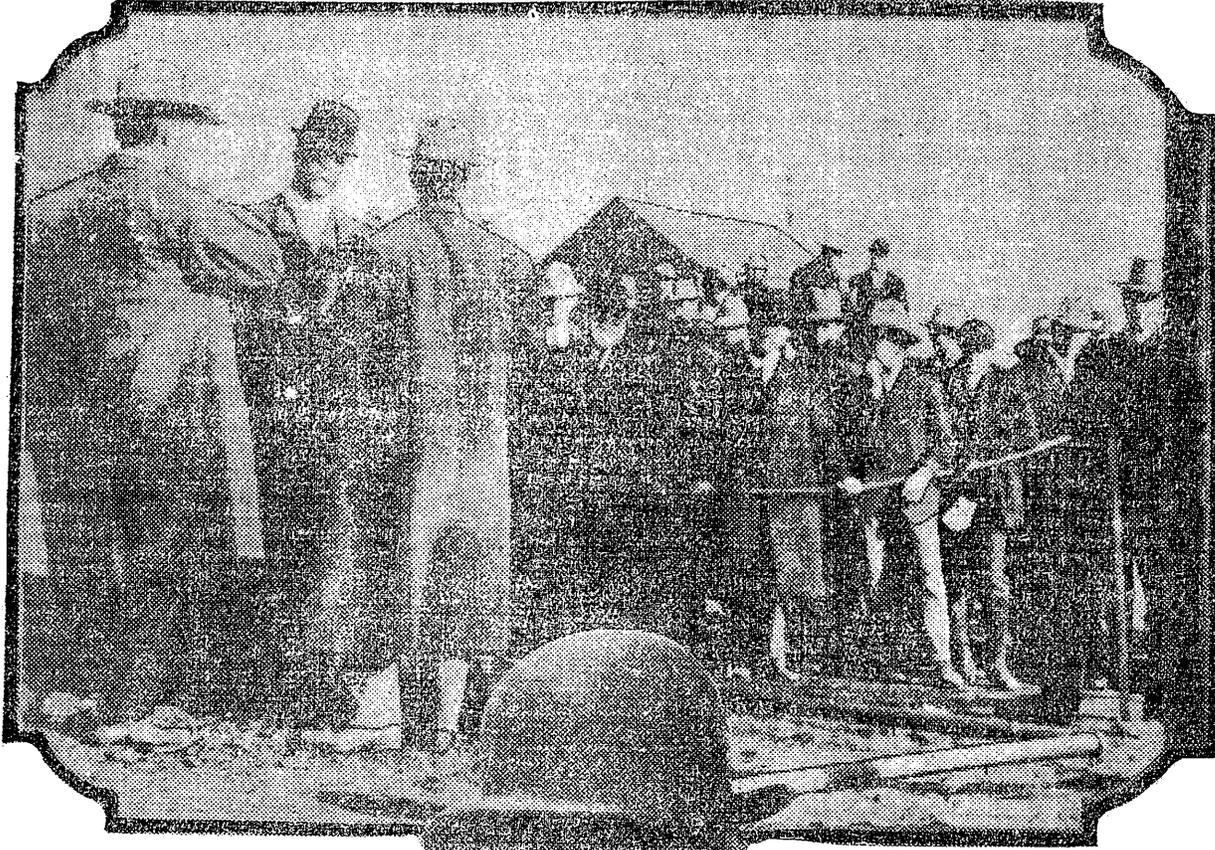
Seen on Duty Night and Day.

a miner who worked at Leyden during the past three years—up to the time when the wrecking of the plant threw him out of a position—says that he personally knows that seven men were overcome by black damp within the last four weeks while trying to shovel enough earth on the smoldering vein to permit of a fresh cement stopping being put in to shut off the fire.

Sanromani also declares that the sprinkling at Leyden mine did not commence until after the occurrence of the frightful disasters at Primeró, Starkville and Delagua.

Leyden Mine Aflame Is Now Belief; Rescuers Escape Terrific Cave-In

RELATIVES AND FRIENDS OF THE MINERS ENTOMBED IN THE LEYDEN MINE, GATHERED IN THE CAMP WHILE THE RESCUE CREW WAS PREPARING TO RENEW ITS SEARCH FOR BODIES.



Bodies of the Four Men
Discovered Ordered
Left Where Found.

Fire Thought to Have
Burst Into Blaze
All at Once.

(Continued From Page One.)

hence the helmet men were kept in readiness to make a dash to find the buried miners the instant they received the command.

But there are men at Leyden who have worked in the great mines at that place and who know conditions as they actually exist down in that impressive subterranean cavern, who do not quite agree with the statements of the experts.



FATHER LEONARD HECKMAN
Of St. Elizabeth's Church, Denver, Who
Has Been One of the Most Faithful
Men at the Mine, Consoling the Fam-
ilies of the Entombed Miners. He Has

stoppage of work upon the property.

The average daily shipment of this mine was 1,000 tons of coal. All of the fuel that was produced was promptly hauled to Denver. No reserve was kept at Leyden. As often as necessary a few tons of the coal were taken from the tipple and dumped beside the engine house to keep up the fires for the operating of the hoisting machinery and light plant. Scarcely more than a single day's supply was placed in this pile.

When the fire broke out Wednesday night this small quantity of fuel became ignited. It is still burning. A carload of coal that was on a siding awaiting shipment was run out of the fire zone and saved. That kept the fires at the hoist and the fans going until Saturday morning. Then the company officials were obliged to haul out to Leyden two carloads of coal from one of their mines in Routt county. This is the first time fuel has gone into this camp instead of out of it.

appalled at hearing on the other side of an inner wooden door a sound as of an avalanche, betokening the occurrence of the worst cave-in that has yet marked this most peculiar of mine disasters.

Just before the news of this great fall leaked into the upper air, deputy sheriffs began, for the first time since the catastrophe occurred, to order all newspaper men to keep back of a point within twenty feet of the opening into shaft No. 1.

The explanation of the cave-in offered by men representing the company was that it was caused by the intense heat from the fire at the foot of shaft No. 2 penetrating into the entry and weakening the supporting timbers so that they fell in, bringing down with them a mass of coal and stone. However that may be, the rescuers made the narrowest escape of their lives, for had they been ten seconds earlier in opening the steel door they would have been entering the opening covered by the wooden door, just in time to be crushed to shapeless pulp beneath tons of crashing debris.

DECISION REACHED TO CONTINUE BRATTICING.

Effectually shut off from reaching the trapped miners by that route, the experts who are directing the tedious work held another protracted conference behind closed doors last night, beginning about 6:30 and ending shortly before 8 o'clock. The decision reached was to continue the bratticing a couple of hundred feet beyond the point at which it was stopped yesterday morning, carrying it down the main south entry to the second cut-off, then establish a barrier across the junction of the haulage way and the main south entry, and open the steel door into

the second cut-off, after which the experts would observe whether or not the fan working at accelerated speed could force into the main south cut-off and thence into the second cut-off a powerful enough column of pure air to drive back the immense volume of deadly, heavy black damp that fills that passageway.

Several of the experts candidly admitted their doubts as to the success of this experiment. They say if it works the remaining six men will in all probability be located tonight. If it fails, then the rescuers will be forced to take a round-about course, extending more than a mile and a half, in order to penetrate to the workings in which the entombed miners are expected to be found. This would mean delay of days and perhaps of weeks in recovering the bodies.

OLD MINERS ASK SOME PUZZLING QUESTIONS.

Plausibility was lent to the story given out by the experts when a helmet crew composed of John Davidson, T. C. Harvey, Louis Ebers and Martin Reese, assembled at the company's office at 8 o'clock last night and started to shaft No. 1 to make the descent with a shift of fourteen bratticers. The men in charge of the expedition said that only an hour and a half would be required, after the bratticing was completed, to find out whether the fan was clearing out the poisonous fumes from the second cut-off;

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RESCUERS MAY REACH ENTRAPPED

Anxious Watchers at Shaft Wait for Reports

Continued From Page One.

the burning shaft and that sufficient air is in the chambers which they reached to keep them alive until the rescuers arrive, which it is believed will be early this morning.

Started in South Engine

Room Shortly After Eight

The fire started shortly after 8 o'clock Wednesday night in the south engine room, 76 feet from the bottom of the 700-foot main shaft, known as No. 2. The cause is unknown. It cannot have been started by crossed electric wires because there is never any current in the engine house at night. The fire was first discovered by Matt Hale, stable boss, whose duties include the hourly examination of return entries.

Mine Foreman W. M. Lowery was at once notified at his home, and he, with Peter Stangier, timber boss, and Hale, rushed to the mine. In the meantime the siren steam whistle gave the alarm, calling every man in camp to the mine's exits.

Lowry, Stangier and Hale went down shaft No. 1 with a gang of six other men. They reversed the ventilation by opening a door at the shaft bottom and by so doing were able to fight their way through the dense smoke to the fire. Four of the rescuers went into the north workings and rescued two timbermen who were at work about 300 feet in from the burning shaft. In the meantime the five others fought the fire and made an effort to cut loose the 28 mules in the stables close to the shaft. Sixteen were cut loose, then the fire and smoke drove the rescuers to the shaft. There they were overcome and when the cage reached the surface, most of the men were lying almost insensible on the floor of the cage. In the cage were the heroic rescuers and the two rescued timbermen. Among those overcome were Mine Foreman W. M. Lowry, Peter Stangier, C. W. Anderson, Arthur Walton, Martin Resse, Louis Ager and Joe Mazzini. All of the men were resuscitated.

Flames Not Visible at the

Surface for Several Hours

Not until 1:30 o'clock yesterday morning were the flames visible at the top of the burning shaft, more than five hours after the fire was first discovered. The ventilating fan at shaft No. 1 was kept running steadily for two hours after the fire started. This fan sucks the air down shaft No. 2 and out No. 1, thus having a tendency to confine the fire in No. 2 shaft to the bottom. But, about 10:30 p. m. the ventilating fan was reversed, by whose orders is not known, and then, with the air being forced up No. 2 shaft, the flames fairly roared up that vent as if through a 700-foot chimney.

Even at that, the fire did not reach the surface for several hours. When it did the flames shot hundreds of feet high. The tips caught in a few minutes; then the shaft house, a few more minutes until the compressor, dynamo and boiler rooms were ablaze.

One thing is certain. The reversing of the ventilating fan at 10:30 p. m. caused the destruction of the entire steam and electric plant, which General Manager Samuel Perry says cost from \$150,000 to \$200,000 to build. The total insurance is \$65,000.

All yesterday afternoon and evening, the sides of the burned shaft kept caving



SNAPSHOTS TAKEN AT THE SCENE OF THE
On the left are the brother and sister of the two Merricks who are imprisoned what is left of the engine house.



JAMES DALRYMPLE,
State mine inspector at the scene of the
Leyden disaster.

in. Every few minutes huge masses of debris dislodged by burned and falling timbers near the shaft's mouth could be heard plunging down hundreds of feet. At times it sounded like a rumbling growl, at others like the roar of an avalanche. About sundown an unusually heavy cave-in occurred, making the earth tremble around the mouth of the smoldering inferno, and causing the broken brick walls of the main buildings to rock. Watchmen were immediately stationed around to see that no one approached within 200 feet of the smoking pit. The surface workings have been roped off.

Afternoon Spent Preparing for Rescue Work at Night

The afternoon was spent preparing the rescue work at night. Axes, saws, hammers, brattice cloths and saws were laid out awaiting the arrival of the United States rescue car. In order that access could be had immediately to the bottom of shaft No. 1, carpenters in the afternoon completed the partition in the shaft, which is double. The fan was started and for two hours air was forced down one compartment and up the other to clear it of gas and smoke preparatory to the rescue work at night.

The Leyden mine has been worked continuously for eight years and has about 22 miles of underground workings. According to Mine Foreman Lowry, the trapped men have a good chance of being rescued alive. They are in the south workings and are in from 3,000 to 5,000 feet from the shaft. "It all depends," said Lowry, "upon whether they succeeded in retreating into the north side of the mine where there is plenty of ventilation." The men in the mine are experienced miners. Two of them, the Merricks, have the reputation of knowing every inch of the workings.

The utmost order prevails. Sheriff A. W. Heater of Jefferson county and four deputies are in charge. The only saloon in town is closed with an armed guard on watch.

When the rescue car arrived at 7:40 o'clock last night it was expected that a rescue crew would enter the mine immediately. Everything had been prepared

MERRICK BROTHERS ALIVE IN LEYDEN MINE, IS BELIEF

North Chambers to Be Searched at Once for Only Two Men Missing in the Disaster of Last Wednesday.

Hope of finding the two Merrick brothers alive in the depths of the Leyden mine, a full week after they were forced to flee before a deadly advancing column of smoke and afterdamp generated by the great conflagration of last Wednesday night, rose afresh early this morning when the helmet men who have been searching through the south workings since last Friday came to the surface and reported that all that part of the mine had been covered without finding a trace of the Merricks beyond evidences that they had escaped with a small supply of food and water.

Despite the insistent declaration of officials and others who are familiar with the devious passages of the vast underground catacomb, that the Merricks could not possibly have made their way into the north workings without passing the scene of the fire, the belief is strong today that this is exactly what the daring young miners succeeded in doing.

Interest in the trail of the Merricks, which has come to assume the appearance of detectives following a baffling clue, has reached fever heat among the crowds of seven helmeted men, all of whom believed that they might find the Merricks alive, went down into the mine at 9:45 o'clock this morning with the purpose of

nearly if not quite as filled with afterdamp and black damp as he found the south portion to be.

The rescue crews and those engaged in removing the bodies from the mine gathered from some mysterious source fresh stimulation yesterday, for they worked as they had not been known to work on any previous day since the catastrophe of last Wednesday night.

The remains of Frank Ciskatte, Eli Devey and George Supanchet were brought to the surface at noon yesterday—nearly three days and a half after they were first located—and were hastily put in as good condition as possible and taken to Goldey in the Leyden Coal company's motor. The three bodies discovered last night will be brought out today, which will bring the total of known fatalities from last Wednesday's fire up to eight, leaving only the two Merricks unaccounted for.

The Leyden company yesterday obtained three oxygen helmets from its affiliated company, the Oak Hill Coal company in Rostk county. With these additions, Professor Roberts, who is in command of the helmet workers, will have three separate shifts of three oxygen helmet men in each, under his direction, and expects to be able to settle definitely some time today the question that is uppermost in everybody's mind: "What became of the Merrick boys?"

Two Brothers Who Have Lost Their Lives in the Leyden Mine and Their Sister,
Who Has Been Almost Constantly at the Mine Since the Fire Was Discovered.

Miss Birdie Merrick.

Louis Merrick.



seek refuge. Early this afternoon the rescuers had not come up and nothing had been heard from them.

exploring all these workings of the mine not yet explored in which it would be most likely that intelligent miners would that daily gather about the shaft through which the rescuers make their frequent descents into the mine 750 feet below the surface.

DRAMATIC STRUGGLE BY YOUNG AMERICANS.

With the bodies of Frank Goitra, Louis Zuber and Nicholas Milisich located in entry . . . off the fourth southwest entry, 2,000 feet underground, about 10 o'clock last night, leaving the two Merrick brothers alone undiscovered, nothing is talked of at Leyden now but the dramatic struggle that must have been waged by the sturdy, dauntless young Americans against the most insidious form of death known to human beings.

The north half of Leyden mine—which, up to last night at a late hour, had not been entered by the rescue party working with the oxygen helmets—is to be thoroughly searched today in the hope of finding the Merrick brothers somewhere in a place of safety. Mine Foreman Laurie, who knows as much about Leyden mine and conditions likely to exist in its workings as any living man, said last midnight that the air is fairly good in the north mine and that he believed the Merricks would be found there today with life still in their bodies.

Professor Roberts, director of the government mine rescue car, who has studied exhaustively the subject of mine gases and explored many wrecked mines, declares his inability to smother Mr. Laurie's optimism. The government expert deduces from all that he has observed during his many days of traveling through the devious entries and crosscuts of the south mine, that the north workings are



Frank Merrick.

FIND 4 BODIES AT LEYDEN; LITTLE HOPE FOR OTHERS

Rescuers Say Men, Victims of
Black Damp, Died Without
Pain; Another Dash To-
day for Six Bodies.

HELMET MEN NEARLY KILLED

Relief Party Just Misses Coal
Fall; One of Dead Almost
Ready to Quit Mining.

J K Mullen Gives \$100 for Families Of Leyden Victims

"What is being done to relieve the material wants of the widows and orphans of the Leyden disaster?" was the question propounded to The News by J. K. Mullen late last night. The question was characteristic of the tender-hearted miller, who is always foremost in every movement to relieve distress.

"If The News starts a fund for these unfortunate women and children," continued Mr. Mullen, "please put me down for \$100. Yes, if you want me to, I will serve on a committee to see that the money is properly distributed."

The News will gladly act on Mr.

Mullen's suggestion and receive contributions to the "Leyden relief fund." Mr. Mullen and others will be asked to supervise its distribution.

Six of the entombed miners were married and between them they had fourteen children. Six widows and fourteen orphans!

It is known that some of the families are well provided for. The News will make careful inquiry into the condition of the others today.

Hope of saving the ten miners trapped in the Leyden mine died in the breasts of the rescuers yesterday. Four dead men were found in the morning 2,600 feet from shaft No. 1, killed by blackdamp. A plan to take a short cut through the mine to the place where the remaining six are supposed to be was prevented yesterday afternoon when a fall of coal occurred at the head of the proposed short cut, blocking the way.

The fall nearly caught the four helmet men and Professor J. C. Roberts, chief of the mine rescue car, beneath it. A conference was held last night to select the best plan of clearing the mine of blackdamp. Those directing operations after the experiences of yesterday felt reluctant to risk another dash with the helmet men, because of the small chance of finding any entombed men alive, and thus risking the lives of others uselessly.

Drive Air for Two Hours.

Although none of those who have been working in the mine will say publicly that hope is gone, individuals will admit it in confidence.

The fall of coal in the first southwest entry was caused, say the rescuers, by the heat from the fire. After it happened the attempt to reach the missing men through the short cut formed by the first southwest was abandoned. A conference was held at 7 o'clock by Professor Roberts, F. R. Perry, William Lourie, pit boss, and State Coal Mine Inspector James Dalrymple.

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RECOVER ANOTHER BODY IN ENTRIES

DASH OF HELMET MEN INTO LEYDEN DEPTHS

LEADLY FUMES PREVENT
REACHING PLACE WHERE
THE MERRICK BOYS WERE
KNOWN TO HAVE BEEN
SEEKING SAFETY.

ANOTHER ATTEMPT THIS MORNING
TO REACH FIVE MEN STILL IN
THE UNEXPLORED PARTS OF
THE MINE DESTROYED BY LAST
WEEK'S FIRE.

KNOWN DEAD:
JOHN AUGUSTINE, 55, night foreman.
LESTER JONES, 25, driver.
ELI DEVEY, 35, miner.
FRANK CASKATTI, 40, timberman.
GEORGE SUPANCHIS, 40, timberman.
MISSING:
LOUIS MERRICK, 25, machine runner.
FRANK MERRICK, 21, machine runner.
FRANK GOTIRA, 26, miner.
LOUIS ZUBER, 28, miner.
NICHOLAS MILKSICH, miner.

Despite the utmost exertion all day of the helmet crew at the Leyden mine, only one body was recovered yesterday, that of John Augustine, night foreman. Saturday the body of George Supanchis, a timberman, was mistaken for that of Augustine, but this error was rectified yesterday when the latter was found.

Lying across the doorway with a handkerchief across his face the body of John Augustine was found at 1:30 o'clock yesterday afternoon in the second southwest entry about 1,800 feet from the No. 1 shaft of the Leyden mine. Augustine's is the fifth body to be located in the four days since the fire.

The discovery was made by a party of four helmet men, headed by John C. Davidson of the mine rescue car, who entered the mine at 11:30 a. m. preparing to make a dash of 1,500 feet from the first southwest entry, to which point the ventilation had been established by canvas brattices. The body was left lying, it being decided to lend every effort to find the five who are still missing.

At 3:45 p. m. another helmet crew of five men under Thomas Truesdale went into the mine for another dash. They returned to the surface at 5:45 without finding anything.

SEARCHING FOR BODIES OF FIVE MEN YET UNFOUND

The crew penetrated to the "J" entry in the first southwest, which is 3,200 feet from the bottom of the shaft. They hoped to reach "L" entry, which is 250 feet still further in. It is believed that the bodies of Louis and Frank Merrick, two machine men, will be found about 200 or 300 feet inside "L" entry.

When the last rescue party of three helmet men worked their way at 9:30 last night within 200 feet of the "L" entry on the first southwest, where the Merrick brothers are believed to be, all but one of the rescuers' electric flashlights gave out. Their safety lamps had been suddenly extinguished half an hour before by the deadly after damp. To have gone on might have been their death, and there was nothing to do but

Continued on Page Two.

RECOVER ANOTHER BODY IN ENTRIES

Continued From Page One.

to turn back.

Failure to find the Merricks was due to faulty electric ropes brought out from Denver yesterday afternoon. Finally, but sadly, admitting that all of the entombed men had perished, the night foreman last night ordered that no more searching for the five fire victims should be begun until 7 o'clock this morning, because of the fact that the helmet men had been worn out with their exertions.

Brattice Partitions to Help

In the Further Search

The brattice men worked all night trying to make the canvas partitions, upon the stability of which depends the success today of the helmet men finding the remains of the missing miners.

The last helmet crew entered the mine at 7:30 o'clock last night and returned to the surface at 9:45. In the party was J. C. Davidson, George Smith and Louis Eder, all of whom were members of the crew who succeeded in finding the bodies already located.

The bodies of the other three men, it is believed, will be found in the fourth southwest entry, from 1,500 to 1,700 feet from the shaft. The 60-foot brattice to the foot of the shaft to the first southwest entry was completed yesterday morning between 8 and 9 o'clock and connection was made with the original air course, several hundred feet south from the burned shaft No. 2. By means of bulkheads the danger of smoke or gas being drawn into the south workings of the burned area was cut off.

All day the ventilating fans labored to send the first pure air through the south workings since the fire. The air in these workings is being gradually purified and will probably be cleared today sufficiently to sustain life.

Helmet Man Punches Holes

In the Mica of Protection

Only three of the four helmets in the government mine rescue car are now available. The mica in front of one helmet was broken yesterday afternoon, the wearer accidentally pushing the sponge rod inside the head piece through the mica, and an additional supply was telegraphed for. A miner named Thomas, who wore the helmet, was about 1,000 feet inside the mine at the time. In imminent danger of gas and black damp the man turned and ran back to the air course. This is a typical instance of carrying the air into the workings by bratticing. Had the man been forced to run 1,000 feet, carrying the 40-pound helmet on his back, the chances are he would have been asphyxiated.

More than 2,000 people visited the Leyden mine yesterday, most of them out of curiosity. Some went to inspect the smoldering ruins, but the majority hung around the immediate vicinity of the shaft, and as soon as the crank of machinery indicated that the cage was in motion there was a rush for the big mouth in the hope of seeing some of the victims. All day the cars were crowded, from 100 to 200 making the trip every hour. The patience of the mine officers is being severely taxed by the crowds of curious, who are in the way and who hinder rescue operations by asking foolish questions.

The mine officers indignantly deny yellow stories to the effect that the upper vein of coal is on fire and that rescue work is likely to be stopped by cave-ins

and other alleged facts of that sort. The officers say that the upper seam has never been opened, and so far as the cave-ins are concerned the resulting debris could be carried out in a couple of clothes baskets.

FOUR BODIES ARE FOUND IN LEYDEN MINE; LITTLE HOPE OTHER SIX MEN ARE ALIVE



Scenes at the Leyden mine and diagram of the situation. Roughly explained, the situation is this: Given a rectangle, the corners of which are lettered A, B, C, D, consecutively. A is shaft No. 1. The long side from A to B is the main south entry. The short side from B to C is fifth southwest entry. The long side from C to D is B entry. The short side from D to A is first southwest entry. The helmet men travelled from B to C, and from B to D, and from B to C, finding the four dead men at that corner. The remaining six entombed miners are supposed to be at the intersection marked by the letter D. If the rescuers could have cut across here, have to go from A to B to C to D before reaching the spot where the missing six are supposed to be. By this circuitous route the missing men are there, about 3,600 feet from the shaft at A.

At the top left are shown a group of society women in the throng of curious. Below, women whose relatives are among the victims. At the right, two of the helmeted rescuers and in the circle Pit Boss W. M. Lowrie, the hero of the disaster.

Death Comes Painlessly to Workers, From Black Damp, 2,600 Feet From Shaft.

(Continued From Page One.)

It was decided to open the regular air course, drive air through the mine with the fan for two hours, and then send the helmet men around by the long route to the intersection of B entry and first southwest, where the missing men are supposed to be.

To accomplish this a rescue crew of brattice men was sent into the mine at 8:20 o'clock to complete the brattice work and put in stoppings, which will establish the regular air course. At 11 o'clock the stopping between the first and southwest entries was completed. The stopping between the head of first southwest and shaft No. 2 was completed at 2 o'clock. The steel door between first and second southwest was opened.

The fan then was started and sent air down the main haulageway of the main south entry to the first brattice men.

RECOVERED BODIES

Lester Jones, 30 years, American, married; night driver.
John Augustine, 56 years, American, married; night foreman.
Frank Ciskatte, 35 years, Austrian, wife and four children; timberman.
E. Devey, 30 years, Englishman, wife and baby; miner.

STILL MISSING

George Supanchet, 41 years, Austrian, wife and seven children; timberman.
Frank Merrick, 27 years, American, single; machine cutter.
Louis Merrick, 29 years, American, wife and two children; machine cutter.
Nick Milisch, Austrian, single; miner.
Frank Goatira, Austrian, single; miner.
Louis Zubker, Austrian, single; miner.

ful sight. Sitting upon a box he would complain with quivering chin; and driven from his seat by the fear at his heart he would jump up and wander ceaselessly about the dreary camp, tottering from fatigue and grief, but tenacious in his watch.

mine for the first time last night after the conference, but returned again at 12 o'clock and went below with the party. Lourie is a short, powerfully built Scotchman, who says little. He stands in front of shaft No. 1, and the men jump like rabbits.

Rescuers, After Narrowly Escaping Death, Will Make Another Dash Today.

below it was the intention to try the short cut, which leads to the intersection of B entry and First Southwest, where the men are supposed to be. A steel door and a wooden door guard the head of First Southwest from entrance by the tunnel the rescuers have been using. The helmet men, John Davidson, Jefferson Rhodes, George Smith and Louis Eder, opened the steel door and approached the wooden door behind it. Davidson placed his hand upon this door, and waited for Professor Roberts to close the steel door. Just as he started to open it a crushing sound came and a mass of coal fell against the door on the other side. The helmet men rushed back and slammed the door. The passage

CAVE-INS IMPERIL LEYDEN RESCUERS AND IMPEDE WORK

Four Miners Found Dead, Overcome by Black Damp—Bodies Not Taken From Mine.

**Helmet Men Narrowly Escape Death in Effort to Reach Six Others
 Who May Possibly Be Living—Foreman Lost Life Seeking to
 Warn Companions—Frantic Relatives Crowd About Mouth of
 Shafts All Day, Waiting in Despair for Every Scrap of News.**

KNOWN DEAD:

- JOHN AUGUSTINE, 55, night foreman; married.
- LESTER JONES, 25, driver; widower with two children.
- ELI DEVEY, 35, miner; married.
- FRANK CASKATTI, 40, timberman; married; four children.

MEN WHO MAY STILL BE ALIVE:

- GEORGE SUPANCHIS, 40, timberman; married.
- LOUIS MERRICK, 25, machine runner.
- FRANK MERRICK, 21, machine runner.
- FRANK GOTIRA, 26, miner; single.
- LOUIS ZUBER, 28, miner; single.
- NICHOLAS MILKSICH, miner; single.

◆ The bodies of four of the ten miners who were trapped in the burn-
 ◆ ing Leyden mine were discovered by a rescuing party, yesterday, but
 ◆ a bad cave-in late yesterday, which nearly resulted in the loss of the
 ◆ lives of a rescuing party of five, will so impede the efforts to go fur-
 ◆ ther that there is little hope of further discoveries soon. ◆

◆ The four bodies were discovered at 8:30 yesterday morning by a
 ◆ rescuing party of helmet men who succeeded in going deeper into the
 ◆ mine than any of those who had tried before. They found the bodies
 ◆ about 2,600 feet from the bottom of shaft No. 1, about 50 feet from a
 ◆ closed steel bulkhead door. The men evidently had been suffocated
 ◆ while trying to reach the door. ◆

◆ Prof. J. C. Roberts, in charge of the government rescue train, and
 ◆ four helmet men, narrowly escaped death in the cave-in which put a
 ◆ stop to the rescue work yesterday afternoon. They were trying to open
 ◆ a wooden door beyond the steel door which guards the oil house on the
 ◆ second southwest level, when the cave-in occurred. The men rushed
 ◆ back, narrowly escaping the tons of slack which fell from the roof,
 ◆ loosened by the great heat, according to the theory of the experts. With
 ◆ Prof. Roberts in this party were John Davidson, Louis Ebers, George
 ◆ Smith and D. H. Reese. ◆

The report which crept out yesterday that four bodies had been found by the helmet crew early in the forenoon resulted in an influx to Leyden of relatives of the entrapped men, and curiosity seekers, who crowded around the entrance to the remaining shaft.

In spite of the repeated statements of the company officials and Professor J. C. Roberts of the government crew that the other six men will be rescued, the relatives and friends of the men seem to have given them up as lost.

The company officials at first refused to confirm the report of the finding of the bodies, but later gave out the names of the dead men, who were identified by comrades in the rescue crews. The rescuers made no attempt to bring up the bodies, continuing their dash into the inner workings of the mine, 2,700 feet beyond the bottom of No. 1 shaft, in an effort to find possible survivors.

The bodies had not been brought up last night. The company officials thought it inadvisable to bring the bodies up in sight of the crowd.

Coroner Davidson, of Jefferson county, made arrangements to receive the bodies as soon as they were brought to the surface. A temporary morgue has been arranged in the rear of the engine room at the surface of No. 1 shaft. The bodies later will be conveyed to Golden, where the coroner will hold an inquest.

Men Made Terrific Struggle to Reach the Air-Tight Chamber

The place where the men were found indicates the struggle which they made to reach a place where they knew they could enclose themselves in a compartment air-tight chamber, where they would have a fighting chance for life while awaiting the arrival of the rescue party. The bodies were found in the fifth southwest entry some 50 feet beyond the chamber, enclosed by two steel doors, which they sought to reach.

The men were overcome by black damp. The rescue crew first stumbled over the

body of Lester Jones, a driver, and a moment later found Augustine's body. The bodies of the other two men were found about 50 feet away. It is believed he met his death by going back into the mine in an attempt to warn his comrades. Augustine was an American and married.

Miners, last night, expressed their surprise that Augustine, the night foreman, who was thoroughly familiar with the workings of the mine, should have been found dead in the fifth south entry. It is declared that Augustine was seen at the No. 1 shaft mouth.

Relatives Crowded About Mouth of Shaft Awaiting Terrible News

All day about the shaft relatives waited anxiously for the bodies to be brought to the surface, and scenes, common enough to coal mine disasters, but harrowing to spectators, were enacted at the shaft mouth.

There was no disorder. Mrs. Caskatti, wife of the Austrian timberman, whose body was found, hovered between the entrance to shaft No. 1 and the company office all afternoon and last night waiting for the body to be brought up. She has four small children.

That the six miners who remain imprisoned in the mine are doomed was evidenced by the plan of rescue adopted by the rescue crew after a consultation with William Lawrie, pit boss, and James Dalrymple, state mine inspector. Stops are being built which, the officials say will allow the establishment of an air circulation which will clear the atmosphere in all the south entries of the mine.

Rescue parties without helmets will be enabled to penetrate into all the south entries and will make a systematic search for the imprisoned miners. The calculated and systematic method of building the stops and the arrangements made to make a thorough search of this section of the mine leads those conversant with the situation to believe that the rescue parties have given up hope of finding the six men alive. It is thought that sometime today six bodies will join

Continued on Page Nine.

Assuming that the ten entombed men did reach the fifth working, the forty-eight hours' supply of air in that chamber is almost exhausted and must by this time be badly vitiated.

The work of rescue was systematized within an hour after the arrival on the scene at 7 o'clock last night of Professor Roberts, with his splendidly equipped car, his two expert assistants, Thomas W. Tweeddale and Thomas Harvey; three helmet men from the Colorado Fuel & Iron company's rescue car at Trinidad, and four helmet men from the Victor-American Fuel company's car at Delagua.

ROBERTS NOT CERTAIN JUST WHERE THE MEN ARE.

Professor Roberts said shortly before 11 this morning that about noon, or as soon as the brattice gang reached the entrance to the main south workings, if the air is not too deadly, he would select four of the best men from the party that came to Leyden with him, and make a sortie into the part of the mine where the ten imprisoned men are believed to be awaiting rescue.

"If I were certain beyond the shadow of a doubt that those men are in the fifth west," said Professor Roberts, "I should not wait a moment but go right to them, even at the risk of my life. But I am not sure just where the men are, and so I do not propose to endanger the lives of my men. We shall wait until we have bratticed off our new air

course and can get into the south workings, and then we shall set the fan at the top of Shaft No. 1 to working at full speed, sending ahead of our party a column of fresh air, pushing the foul air out of the way.

"At least, that is what we hope to accomplish. Things may not turn out this way, however, and we may have to attempt the rescue work from a different angle. This would, of course, mean a serious setback—of hours or even days—in getting to where those poor fellows are."

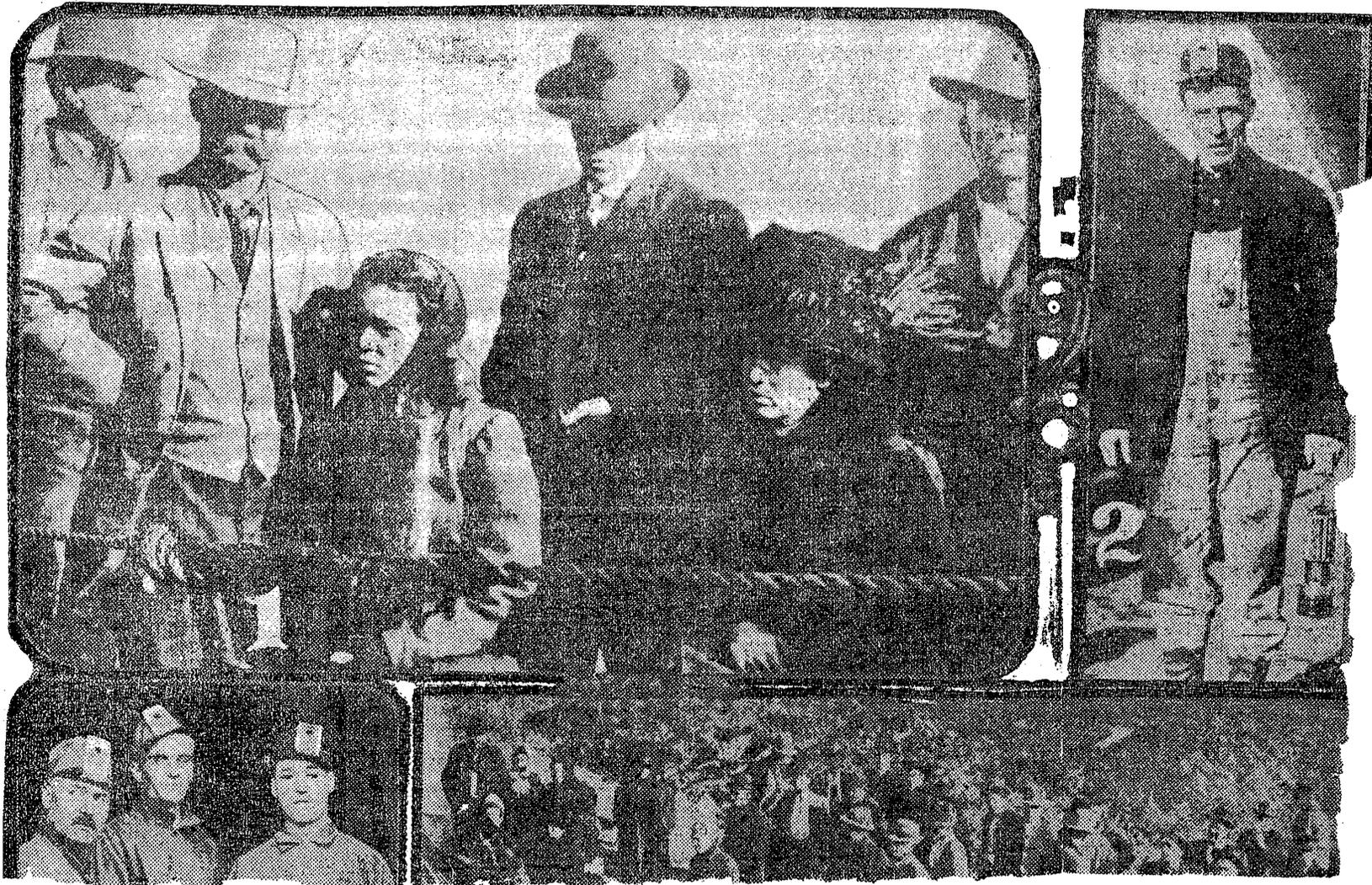
BODIES OF DEAD MULES HAMPER BRATTICE WORKERS.

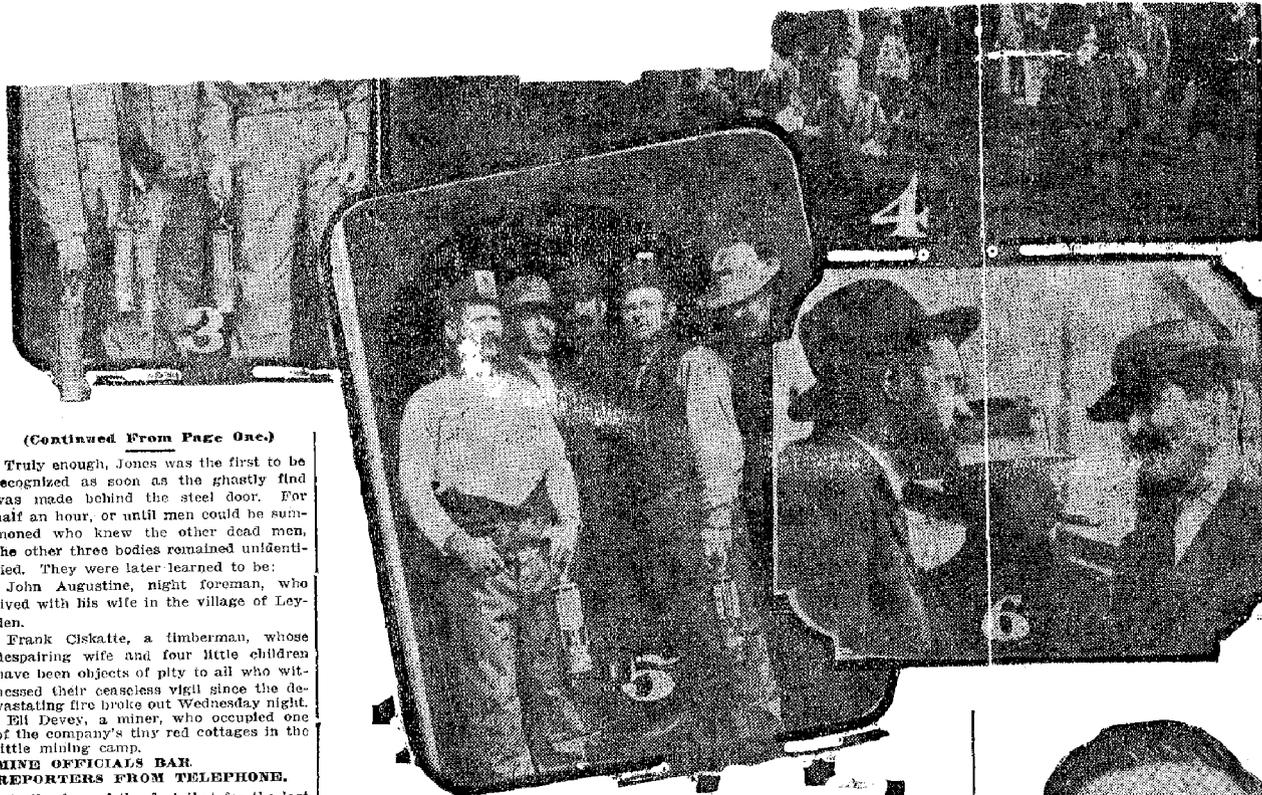
The work of bratticing off a new air course for a distance of 500 feet from the bottom of No. 1 shaft this morning was hampered by the passages being blocked with bodies of dead mules. For a time it seemed that the work must pause until these obstacles were hoisted to the surface, but the leaders of the work decided against this, fearing the sight of mules coming from the mine ahead of the entombed miners might inflame the crowd to a dangerous point. The bodies were shoved to one side and sprinkled liberally with chloride of lime to prevent, as far as possible, the poison-

(Continued on Page 2--Col. 1.)

LEYDEN MINE RESCUERS GIVE LITTLE HOPE OF FINDING SINGLE MAN ALIVE

SCENES AT THE LEYDEN MINE, SHOWING THE RESCUERS IN CHARGE OF THE WORK OF REACHING THE ENTOMBED MINERS.





(Continued From Page One.)

Truly enough, Jones was the first to be recognized as soon as the ghastly find was made behind the steel door. For half an hour, or until men could be summoned who knew the other dead men, the other three bodies remained unidentified. They were later learned to be:

John Augustine, night foreman, who lived with his wife in the village of Leyden.

Frank Ciskatte, a timberman, whose despairing wife and four little children have been objects of pity to all who witnessed their ceaseless vigil since the devastating fire broke out Wednesday night.

Ell Devey, a miner, who occupied one of the company's tiny red cottages in the little mining camp.

MINE OFFICIALS BAR REPORTERS FROM TELEPHONE.

In the face of the fact that for the last three days, mothers, fathers, daughters, sons, sisters and brothers of the entombed miners have remained almost continually within sight of the wrecked mine, going without sleep and without food for fear their dear ones might come or be brought from the shaft in their absence, the officials of the Leyden Coal company adopted the policy of shutting off all information as soon as they learned of the finding of four dead bodies.

F. A. Perry, treasurer and purchasing agent of the company, ordered that the reporters be forbidden the use of the company's telephone, which is within 350 feet of the mine shaft and which they had previously been using without the slightest let or hindrance. As a consequence the anxious watchers were delayed for some time in getting the news.

MEN DID UTMOST TO CONSERVE SUPPLY OF AIR

The condition of the four bodies and the position in which they were lying when found showed plainly that the men had, when noticing smoke in the entry, ...

1—Relatives of Louis and Frank Merrick, entombed miners, waiting for news of their dear ones. At the right is Miss Birdie Merrick, sister of the boys. Next to her is Mrs. Louis Merrick, and standing next to her is William Merrick, father of the boys.

2—State Mine Inspector James Dalrymple.

3—A trio of rescuers going down with additional safety lamps for the rescuing party. On the left is Foreman William McLaurie; in the center is Charles Larson, and on the right is Patrick Coyle.

4—Crowd of relatives, friends of the entombed miners, around the shaft house.

5—A party of rescuers on the cage ready to descend to the bottom of the shaft.

6—A group of officials in the rescue party. Left to right—Prof. J. C. Roberts of the government mine rescue car, Superintendent Frank D. Neumeyer of the Leyden mine, and F. A. Perry, purchasing agent of the Leyden Coal company.

too small, was an air supply that those who sucked it in knew each minute was nearing the end of its life-sustaining power.

FOUND PITIFULLY, BUT HELPLESSLY ON STEEL DOOR.

Pounding pitifully, helplessly on the doors, crying out in their frightful agony,

thought, be found, dead or alive, within a few hours, as the helmet-men who made this morning's thrilling dash declared that the entries through which they passed are perfectly clear of obstructions. The only thing that can delay the recovery of the rest of the bodies will be their being so far within the ... of the great catcomb that the



No. 2 and distance c PLAN TO MAIN NORTH E. 1845.

The general plan was to bulkhead the main north entry from shaft No. 1, through which the rescue party enters the mine, seal the main north entry above the opening from the second southeast entry and then extend the brattice work through the main south entry from No. 1 through the second southeast entry and shaft No. 2, later breaking through a crosscut in the latter entry at a point near the fifth southwest entry, into which it is believed the trapped miners retreated when all chances for escape were gone.

Thomas Tweeddale, foreman of the government rescue car; R. B. Francis, J. W. Thomas, C. T. Harvey, assistant foreman of the government rescue car; A. C. Smith, D. H. Reese and T. Delgoso, formed the party that descended into the shaft at 8:45 o'clock this morning. Neither the officials nor the men who worked in the mine during the night and early morning hours would venture a definite statement as to the time the helmet men were expected to penetrate the southwest workings and discover the fate of the men believed to be imprisoned there. It was the general belief, however, that the necessity of extending the brattice more than 200 feet in the main south entry would make impossible a sortie by the helmet men until some time this afternoon.

When questioned during the night, the officials in charge of the work maintained that all hope of rescuing the men alive had not been abandoned. The miners who engaged in the rescue work, with few exceptions, shook their heads and mutely expressed the fear which all seem to feel, but which so few seem possessed of the courage to state in words.

Body of 'Old Bob,' Mule on a Pension, Found Near Stable

"Old Bob," a flea-bitten gray mule who roamed in his youth over the grassy fields of a Missouri stock farm, is one of the victims of the Leyden mine disaster.

For years he had served the Leyden Coal company in its mine, and, being the first mule ever taken down in the shaft, he was several months ago retired by the mine owners and ordered brought to the surface. On top of the ground he had nothing to do but a little light work. The old mule seemed to take a new lease on life after being out in the bright sunshine for a while and was as frisky as a colt.

Then winter came on and the mine was crowded with orders for coal. "Old Bob" was needed and just the day before the fire was taken down again into the drear regions where he had spent so many years. Then the fire came, and just across the stable door the remains of the faithful

"We will have these explosions just so long as the mine owners continue to be indifferent to the vital fact that dust in a coal mine is a constant menace, and likely at any time to produce disasters such as have shocked the world in the Colorado mines four times in the last year."

"A law will be introduced at the next session of the legislature which will obviate mine disasters, as far as it can be done by statute."

This statement was made yesterday by Governor John F. Shafroth.

To Be Guided by Experts.

"I am not a practical miner," he said, and naturally I don't know what is necessary to rectify the deplorable conditions that seem to exist in the Colorado mines. For this reason I have appointed a commission composed of men who know the mining business practically, and I will be guided by their recommendations in the drafting of the law to be submitted to the legislature.

"The mine owners seem to be cooperating with me in the effort to safeguard the lives of the miners, and I have found them a unit in supporting every suggestion which will tend to lessen the danger to the men.

"The mine commission which I have appointed is using every means to collect information which will practically tend to safeguard the lives and property in the mining industry of the state, and a bill embodying all these provisions will be introduced at the next legislature, and it will receive the support of both the Democratic and Republican members, according to the information I have received."

The party will return to the surface at 7 or 8 o'clock this morning and may bring news of the missing.

The work proceeded yesterday with what must have seemed, to the weeping relatives congregated at the mine entrance, terrible slowness. Yet the rescuers were braving danger of suffocation at every minute. The big fan worked steadily all day, the engine throbbing monotonously.

Four times last night flames shot suddenly from shaft No. 2 and a pillar of fire rose to a height of seventy-five or 100 feet. The flames were caused, said George C. McFarland, civil engineer of the mine, by timbers falling into the shaft.

"It shows," he said, "that all entries leading from shaft No. 2 have been closed and probably no air can enter that way."

Overcome While at Telephone.

Martin Reese, Jr., son of the man who led the first rescue party into the mine Wednesday night, was overcome by blackdamp while sitting at the telephone at the foot of shaft No. 1 at 11:30 o'clock yesterday morning.

Martin was discovered, unconscious, by one of the men working on the wood and clay bulkhead, which was installed in the main north entry to the shaft, which was built to keep the smoke and gas in the northern workings from getting into the shaft. He was speedily carried to the surface in the cage and revived, but is still suffering from the effects of the blackdamp. His father was overcome Wednesday night, but went back to work the next day. Young Reese was sending telephone messages to the surface.

The helmet men in the party which left the mine at 11:15 o'clock were: Jefferson Rhodes, John Davidson, George Smith and Louis Eder. The brattice men were: Al Barnett, Joe Andrules, William Lawley, William Peterson, Simon Barnett, William Ferguson and Fred Reese.

Should the rush of air through the old air courses, which are to be opened, prove too strong and tear the bratticing out, the lost miners could not be reached for a week, and the lives of the rescuers doubtless will be snuffed out. Even

(Continued on Page 3, Column 1.)

HELMET MEN, IN DANGER HOURLY, PLAN A DASH TO REACH TEN LOST MINERS

Brake Fears More Horrors In the Mines

Dust Is Constant Menace, He
Says; Governor Promises
Legislative Action.

"Disasters will occur at the Colorado Fuel and Iron company's mines at Hastings, Sopris and Engleville, within the next six months unless radical steps are taken to safeguard these mines."

This statement was made by Labor Commissioner Edwin V. Brake yesterday in speaking of the recent mine disasters in Colorado.

"I base my predictions on the reports made to me as to the condition of these mines by my deputies, after they had made a thorough examination," said Brake.

"Without going into any other phases of the situation, the dust in these mines is such an imminent and constant source of danger that disasters are bound to occur. No adequate system of sprinkling is practiced, and the accumulation of dust is sufficient in these mines to cause an explosion at any time.

Refused to Work at Leyden.

"I know of one instance where a man went to the Leyden mine for the purpose of relaying a track into the mine. He re-

turned that he found the track so

Workers Have Been in Tomb Three Nights

Rescuer Is Overcome While at
Telephone at Bottom of
Shaft in Leyden.

No trace of the ten men caught in the Leyden coal mine was discovered by a party of helmet men and bratticers, headed by Professor J. C. Roberts, Pit Boss W. M. Laurie and Deputy State Mine Inspector F. N. Oberding, which returned to the surface at 11:15 o'clock last night.

The entombed men had been in the mine fifty-two hours at 12 o'clock last night. Fighting desperately to reach first southwest entry to the main south entry, 530 feet from the shaft, the rescuers are encountering dense smoke and blackdamp, at this time they had to build 150 feet of brattice to reach first southwest.

4,000 Feet From the Entrance.

The ten missing men are believed to be 4,000 feet from the entrance. But a relief party, which entered the mine at 12 o'clock under State Mine Inspector Dairymple, is believed to have reached first southwest at 4 o'clock this morning. At this point a double entry leads into the main south entry

MERRICKS CARRIED FULL DINNER PAILS

The fact was jubilantly recalled that the two men, when they left L entry where they were working, took with them their dinner buckets, a bucket of water, and the canvas cover of their coal cutting machine. The buckets had enough food for two meals, for, when the Merricks entered the mine they intended to work a double shift.

If the Merrick brothers are not found early this morning in the few places still unexplored in the south workings a determined dash into the north workings from No 1 shaft will be made this morning. A preliminary survey of several hundred feet into these workings yesterday brought to light the fact that the air conditions are surprisingly good. "First class" was the way Pit Boss Laurie expressed it. This first dash into the north workings will be for a distance of 1,000 feet. Additional help was received yesterday in the arrival of four trained helmet men from the Wyoming coal fields. These men will be used in the dash into the north workings.

Coroner Summoned to

Take Charge of Body

The body of Lester Jones, night driver, was brought to the surface at 4:10 o'clock yesterday morning. Despite its badly decomposed condition, the body had to be placed in an almost vertical condition in the shaft because of the narrowness of the cage. The body, wrapped in white canvas was placed in a stretcher at the foot of the shaft and was held in position in the cage by four miners. On arriving at the surface the body was removed to a carpenter shop 100 yards away. The course of the bearers from the shaft through the still smoking ruins to the temporary morgue was sharply defined by the new white canvas almost gleaming in the moonlight. Coroner Davidson, who had been summoned by telephone, arrived at 5:30 a. m. and took charge.

The bodies of Frank Caskatti, Eli Davey

Continued on Page Three.

helmet-men cannot traverse such a distance without retracing their steps to fill their oxygen tanks.

The exact place where some of the men were at work is not known to the mine officials, and, as there are more than eighty miles of roadways in the entire mine, the task of locating the men is one of great magnitude. The expert helmet men from the government mine rescue car and from the Colorado Fuel and Iron company and the Victor-American Fuel company's cars have been so stimulated by the brilliant achievement of their seven comrades this morning that no difficulty will be experienced in recruiting rescue parties whenever necessary to go into the south workings, perilous as the journey undoubtedly is.

When the bodies were found Tweeddale and Francis hastened to the top of shaft No. 1 to report the discovery. Their five comrades pressed on through the deadly atmosphere, several hundred feet further, without coming onto any more bodies, and were then forced to turn back for a fresh supply of oxygen. They sent word through the telephone that has been installed at the foot of shaft No. 1, that the condition of the air in the mine is dreadful.

With tears streaming down his face and his sobs heard by all who passed the building, William Merrick, father of Frank Merrick, 23 years old, and Louis Merrick, 31, entombed in the Leyden mine, paced the floor of the company's office last night and refused to be consoled by the well meant but empty words of encouragement from mine officials and begrimed miners arriving from the black depths that up to that time held secret the fate of the ten men who descended into shaft No. 2 at 8 o'clock Wednesday night.

"My boys, my boys! They will never see the sun again! They are gone and I must wait and wait!

The anguish of the grief-stricken father brought tears to the eyes of others to whom the toll of the coal mine was an oft repeated story. Words were futile and failed to express the sympathy which witnesses of his grief felt but could not convey by word of mouth. Merrick was given the privacy of one of the offices, and there, through the long hours of the night, he paced the floor, stopping at intervals to pat the shoulder of his daughter, Birdie Merrick, who with bowed head resting on a high-top stool, quietly sobbed out her grief.

Every night since the fire in shaft No. 2 imprisoned the men far below, the Merricks, father and daughter, have gone

ELI DAVEY, One of the Ten Men Entombed in the Burning Leyden Mine.

from their home near Arvada to wait for word from the rescuers in the mine. Last night, accompanied by a friend, they reached the company's office at 9 o'clock and remained until the change of the 7 o'clock shift.

OTHER HEARTS ACHE IN LITTLE MINING TOWN.

There were other heartaches and fears of impending disaster in the little mining camp last night, but with the one exception evidences of them did not reach beyond the drab-colored frame houses on the sloping hillside to the east of the mine structures. Thursday night there was no time when some of the dependent ones of the men below or their friends did not crowd to the roped-off area around shaft house No. 1. Last night, were it not for the oxygen helmets worn by four of the miners at each change of shift, and the glow which hung over the site of what was once the shaft house of No. 2, the camp presented a scene suggesting only peace and contentment.

From the south of shaft No. 2 came the only element indicating that all was not well. Although for the greater part the fire raging between the surface and the bottom of the shaft gave out but a dull glow, there were times when the buildings, railroad cars and the high hill to the south stood out as if in the full light of day. At intervals the faint glow disappeared and in its stead there arose a pillar of fire that in some instances shot up 150 feet. Flames, smoke and burning coal dust were hurled skyward and then as quickly as they came would fall as if they, like the timbers they consumed, had dropped 750 feet to the bottom of the shaft.

RUSH MADE FOR MOUTH OF THE SHAFT.

At 4 o'clock this morning the rescue party, which had entered the mine at 11:05 last night to work through until 7 this morning, suddenly signalled for the cage and, ascended to the surface. The unexpected return above ground of the men while three hours of their shift still remained resulted in a rush to the mouth of the shaft of mine officials and the few

men who were able to realize what a pension for good service meant.

One Entombed Man Intended to Quit Mining on Dec. 20

Lester Jones, one of the imprisoned miners, intended to stop coal mining on the 20th of this month and change his business. He was working overtime when the fire broke out Wednesday evening in order to earn a little more money to carry out his plans.

Jones is a widower with two children. He formerly worked in the mines in Indiana, and passed through two disasters there. In one of these he was severely injured, and this made him realize the danger of his calling. For some time he has been saving his money to make the change.

"On Dec. 20 I will quit my place here," he told a number of his companions, "and will go to Meade, Colo., where my late wife's folks live. I want to be there for the holidays with the children. I am going to take a good rest and then get into some other sort of work."

Wednesday Jones should have come out of the mine at 5 o'clock, when his shift went off duty. But he had an opportunity to work a double shift that evening and he embraced the chance, feeling that the extra money would be welcome. It was while engaged in this overtime work that he was cut off by the fire.

Six years ago Jones was caught in a mine disaster near Terre Haute, Ind. He got out of the pit without the slightest injury, but, realizing that some of the men that were still in the place needed help, he went directly in again to do what he could. He saved three men from death, but on the third trip was caught in the flames himself and had the flesh burned from one side of his face, and both hands were burned until the bones were exposed. It was nearly a year before he was entirely well again.

THE ADAMS

Serves a fine table d'hote dinner Sunday evenings for \$1, 6 to 8:30. Music. A. W. Bailey, Mgr.

The mine is one of the largest in the state. Two shafts descend to the workings—shaft No. 2 where the fire started, and shaft No. 1, through which the rescuers hope to reach the men below. The workings spread north, south, east and west from the shafts.

The arrangements for ventilating the mine consist of a fan twelve by six feet, driven by an engine of 125-horsepower. The fan drives the fresh air down shaft No. 2 and draws the exhaust up shaft No. 1. The fire had not reached shaft No. 1 at noon, but the gas emerging from the opening (white damp) was so poisonous that Coal Mine Inspector James Dalrymple declared it would be suicide to attempt a descent.

A hurried message was sent to Trinidad last night for oxygen helmets. It is not believed they will reach Leyden before tomorrow morning and the rescue party can not start below until equipped with the helmets. The tanks weigh fifty pounds, and only miners experienced in their use can be of service. The oxygen supply lasts two hours, when it has to be replenished.

(Continued on Page 5—Col. 1.)

EIGHT RESCUERS HUNT 10 MEN ENTOMBED IN BURNING LEYDEN PIT

Sept 7

FIND MULES IN MINE ARE DEAD

Fire Raging in Shaft No. 2, While Helmeted
Party From Shaft No. 1 Starts on 5-Hour
Search; Little Hope Held for
Men in the Workings.

Ten men in the Leyden coal mine, cut off by fire in Shaft No. 2.
The government mine rescue car, manned by Professor J. C. Roberts
and volunteers from Southern coal camps, arrived at Leyden at 7:10 last
night.

Party now exploring the mine with helmets. Dead mules found every-
where.

Damage probably \$200,000.

Cause unknown.

Time of discovery of fire 8:15 o'clock Wednesday night.

"If men stayed where they were working, they are safe," says Pro-
fessor Roberts.

BULLETINS.

LEYDEN, Colo., 4 A. M.—Eight rescuers are underground and
supplies are being carried into the mine. It is believed that 500 feet
of bratticing will carry the workers past the worst gas zone. But
fifty feet an hour will be good progress.

Rescuers equipped with oxygen helmets are exploring twenty miles of workings
in the South half of the Leyden coal mine, fourteen miles northwest of Denver,
to find ten men cut off from fresh air by a fire which has been raging in shaft

No. 2 since 8:15 o'clock Wednesday night.

A party of five, led by Professor J. C. Roberts of the government mine rescue car, brought from Trinidad yesterday, started from Shaft No. 1 at 12:30 o'clock last night to reach the men. They expected to be gone four or five hours. Meanwhile unhelmeted men are bratticing off the main South entry from shaft No. 1, taking their air with them.

It is a slow and dangerous race with death 750 feet under ground between the helmeted rescuers, pushing southward from shaft No. 1, and the unchained demon of fire, fed by coal, spreading the deadly afterdamp and smoke through all the workings.

"If the miners kept their heads and remained where they were working," said Professor Roberts, "they are probably alive and safe. We found ten dead mules 315 feet south of shaft No. 1. If the men tried to get out of shaft No. 1, having been alarmed by smoke, they also are probably dead. There are steel doors in the mine with which they could shut themselves off. We took safety lamps on our first trip and they went out after a few minutes. This shows that the air is very bad."

When this speech was made the ten men had been in the mine for thirty hours. Twenty-seven dead mules, let out of their stable by a party which invaded the mine Wednesday night, have been discovered.

The cause of the disaster is not known. It started in the engine room of shaft No. 2, seventy-five feet from the shaft, and one hour and a half later the shafthouse, boiler room and engine house had been licked to the ground. A column of dull red flame, the light of which could be seen for miles about, drew frightened farmers and their families to the windows Wednesday night. Whether a fire which has been burning behind a cement wall in an unmined vein for over a year broke out into shaft No. 2, whether a careless miner threw a lighted cigar or match upon combustible material, or whether the fire originated from defective wiring is a matter for conjecture. The officials of the mine declare that the old fire could not have broken out, as it was located far from shaft No. 2. Some miners said that it was not more than 400 feet distant.

Whatever the truth, the fan at Shaft No. 1 drove an immense column of air into the workings, which was carried out of Shaft No. 2, taking the fire with it. A blunder, which nearly cost the lives of the rescue party which entered Shaft No. 1 immediately after the fire was discovered, drew the fire back into the mine. Someone, said to be unknown, reversed the big fan at the intake. It turned the air in its course and the draught from No. 2 to No. 1. The roaring holocaust swept back into the interior, carrying the smoke and carbon monoxide generated by the burning coal. Those who were fighting the fire were almost suffocated. One managed to reach the signal rope in Shaft No. 1 and pulled it frantically, after crawling for 150 feet on his hands and knees. The cage descended, but many of the workers had to be carried to the surface.

The women of the town of Leyden whose husbands were in the mine crowded about the blaze screaming as the glare spread over the country. One tried to leap into the blaze.

(Continued on Page 3, Column 1.)

Entombed Miners

John Augustine, 55 years, American, married; night foreman.

Frank Ciskatte, 35 years, Austrian, wife and four children; timberman.

George Supanchet, 41 years, Austrian, married, wife and seven children; timberman.

Lester Jones, 30 years, American, married; driver.

Frank Merrick, 23 years, American, single; machine cutter

Louis Merrick, 31 years, American, wife and two children; machine cutter.

EH Devey, 30 years, Englishman, wife and baby; miner.

Nick Millsich, Austrian, single; miner.

Frank Goatira, Austrian, single; miner.

Louis Zubker, Austrian, single; miner.

ANOTHER BODY FOUND; LOSS AT LEYDEN \$500,000

Foreman Perished in Mine as
He Tried to Protect Himself
From Damp; Three Par-
ties Enter Workings.

TWO THOUSAND VISIT SCEN

Pit Expected to Give Up Last
Victims Today; Company
Cares for Families.

Families Cared For

F. A. Perry, purchasing agent for the Leyden Coal company, told The News yesterday that there would be no need of help for the relatives of dead miners.

"The company is taking care of the families of the miners," said Perry, "and will continue to do so. There will be no need of contributions from any source. No one is suffering, and the company will see that the widows and children are provided for."

The body of John Augustine, night foreman of the Leyden mine, was found by a helmet party at 12:30 o'clock yesterday afternoon at H entry, off second southwest entry.

This makes five men found, none of whom have been brought from the mine. Augustine was thought to have been with the first four men discovered, but his body once identified as his. George Supaschus, who has seven children

in the helmet men

explored portions of the mine.

At 12 o'clock a party of helmet men headed by John Davidson and including Louis Eder, A. C. Smith and George Smith entered the mine. First southwest entry was found to have been cleared of blackdamp. The men proceeded along second southwest to H entry, 1,800 feet in.

Behind a wooden door, the explorers found the body of a man. The door was shut and the man, who proved to be the foreman, John Augustine, was holding a handkerchief to his nose as if trying to keep out the deadly fumes until he could reach a place of safety. He had died almost instantly after being overtaken, it was thought.

Alone When Death Came.

The helmet party found no bodies in close vicinity and it is believed that Augustine was making his usual round of inspection when caught. He was alone for that reason and the younger men did not receive the benefit of his long experience.

It was while this exploration was going on that H. Douthwaite, deputy state mine inspector, made a daring investigation on his own account. Without a helmet he traveled 1,100 feet along the first south, or main, entry. Had he struck a pocket of the blackdamp he would have been overcome.

Blackdamp holds close to the floor of a mine and gathers in any depression, as in a pocket. The fan had apparently done good work in clearing the mine, however, for Douthwaite found the air good all the way.

The helmet party returned to the surface at 1:17 o'clock without attempting to move Augustine's body.

At 3:45 o'clock a second helmet party with an accompanying relief entered the mine. The men wearing helmets first were J. Deldossa, in charge, J. W. Thomas, W. Adamson and Clyde Farris. The relief men were T. C. Harvey, Thomas Tweeddale and A. C. Smith.

The party entered the first southwest entry in spite of the fall which occurred there Saturday. They found the air all small and insignificant. Proceeding to entry J of the first southwest they reached the farthest point to which any person has penetrated since the fire. It was 3,200 feet from shaft.

The blackdamp here was found to be thick.

They could have gone on a few hundred feet to where the Merrick boys were reported to be working, but their oxygen was sinking fast and they had to hurry back to safety. The party returned to the surface at 5:45 o'clock. The helmeted men also reached second entry off fourth southwest, a distance of 1,700 feet, during the day.

Coroner Establishes Morgue.

Coroner J. Lofton Davidson of Golden arrived in the morning with a coroner's jury and established a temporary morgue in the engine room on the surface. He will take the bodies to Golden as soon as possible. Those on the jury are: W. H. Light, foreman, S. A. Cunningham, A. W. Doolittle, F. A. Landry, L. H. Morris and L. B. Harrison.

Professor Roberts gave an explanation of the shortage of oxygen helmets on the mine rescue car yesterday. The helmets are turned out by a factory in Germany. They are so difficult of construction that only fifty can be manufactured in a month. The United States government has orders for ninety, but other countries also have their orders in and this country has to wait its turn. There are three mine rescue cars and there were only twelve helmets.

The Victor-American and Colorado Fuel and Iron companies have helmets,

but cannot take the risk of allowing them to leave their territories for a moment. The helmet is known as the Gradger.

Noel DeVidts, a rough rider, entered Leyden yesterday to offer his assistance to the families of Louis and Frank Merrick in any way that it might be required. DeVidts and the Merrick boys learned to ride cow ponies together when all were boys on a Larimer county ranch. DeVidts became a rough rider and was a member of the Wild West troupe exhibiting in Brussels, Belgium, last summer when the exposition buildings burned.

The fan was running all day yesterday and all last night, and the area of good air is steadily increasing. By today it is expected that safety lamps will burn anywhere, or flash lights may be obtained.

Fully 2,000 people traveled the fourteen dusty miles to Leyden yesterday. Each car pulled a trailer, and all seats were filled. Automobiles by the hundred pulled in and circled about the mine shafts. Many society women were among the curious, but they were themselves objects of great curiosity on the part of the Leyden inhabitants.

Loss More Than \$500,000.

Officials of the company began figuring their losses yesterday, and now foot them up to more than \$500,000. The surface loss exceeds \$100,000. The ruined shaft cost \$150,000. It will be seven months before the mine can be operated for commercial purposes again, and this will run the total loss far above the \$500,000 mark.

The first helmet party which went into the mine, at 12 o'clock, found Augustine. He apparently had been making his round of inspection. His bed was beyond a closed wooden door at the entry and second southwest entry. Augustine was trying to get back to it and place it between himself and the fire, but he had no chance in the world.

The second party of helmet men penetrated two entries farther west. They got to entry J and first southwest entry, where the blackdamp was very heavy. Two safety lamps were extin-

(Continued on Page 2, Column 6.)

ANOTHER BODY FOUND AT LEYDEN; LOSS IS \$500,000 OR MORE

Foreman Is Fifth Victim to Be
Discovered; Perished Trying
to Protect Himself.

THREE PARTIES ENTER MINE

Heroic Helmet Men Cover Much
Ground, but Bad Air Drives
Them Back.

(Continued From Page One.)

gushed long before this point was reached, and the party proceeded with a flashlight. The return then was made at 5:30 o'clock without the discovery of any additional information. At 7:30 o'clock the last helmet party entered. It was headed by Thomas Harvey, the Starkville hero; T. W. Tweeddale, John Davidson, George Smith and L. Eder. It went in with the avowed purpose of penetrating to entry L, second southwest, where the two Merrick boys are supposed to have been at work. This entry is 350 feet farther than entry J, second southwest, which is 3,200 feet from shaft 1, the greatest distance yet reached.

After arriving at entry L, 3,500 feet, it was the plan to go 100 feet on either side of second southwest, along entry L. It was along here that two or more bodies are believed to lie. The safety lamps went out after a short distance, and the electric flash was used, but when the party reached J entry the flash failed to operate and the men were left in darkness. It was a long and fearsome passage back in the dark, each holding onto another's hands and feeling their way in the darkness.

Fan Run Rest of Night.

It was decided to run the fan for the rest of the night and make a desperate effort to reach entry L this morning at 7 o'clock, when the mine will probably give up its last sad secrets. It has been discovered that the brattices have begun to leak bad air in a number of places and bratticing parties were kept in the mine all night long perfecting these brattices.

F. A. Perry, in discussing the losses, said that a new shaft may have to be sunk. This may prove less expensive than trying to put the one destroyed by fire into working condition. The mine cannot be worked until a new shaft is open because it cannot be ventilated by shaft No. 1. When the mine was first opened this was done but the reason for the new shaft was that the area for ventilation became too great for the one-shaft system. Now the remote parts of the mine cannot be reached by the one shaft. The cages passing up and down with coal or workers, stop the circulation and make it impossible to accomplish anything.

Conditions in the mine became decidedly better about 10 o'clock in the morning, after the fan had been running all night. Bratticers reported the air good and it was decided to send

LIST OF KNOWN DEAD IS LONGER

THREE MORE BODIES DISCOVERED IN MINE

TWO MERRICKS MAY HAVE
MADE WAY INTO NORTH
WORKINGS AND HOPE FOR
THEIR LIVES IS REKINDLED.

DETERMINED DASH INTO NORTH
WORKINGS OF NO. ONE SHAFT
WILL BE MADE TODAY IN GEN-
UINE HOPE OF EFFECTING RES-
CUE--MEN HAD PLENTY OF FOOD
AND WATER.

◆ The bodies of Frank Goatira, ◆
◆ Louis Zuber and Nicholas Milik- ◆
◆ sich, all miners, were discovered ◆
◆ about 9 o'clock last evening ly- ◆
◆ ing in H entry off southwest, in ◆
◆ the south workings of the Ley- ◆
◆ den mine about 2,000 feet from ◆
◆ the shaft. According to Super- ◆
◆ intendent Fred Newmeyer, these ◆
◆ bodies will be brought to the sur- ◆
◆ face by daylight, making eight so ◆
◆ far recovered, since the fire was ◆
◆ discovered one week ago today. ◆
◆ That Frank and Louis Merrick, ◆
◆ the only two missing miners, suc- ◆
◆ ceeded in working their way ◆
◆ into the north workings, where ◆
◆ the air is fairly good, and will ◆
◆ be found alive today was the ◆
◆ opinion expressed by Mine Fore- ◆
◆ man W. M. Laurie at midnight ◆
◆ last night. When the helmet ◆
◆ crew came off shift about 10 p. ◆
◆ m. with the news that practic- ◆
◆ ally the entire south workings ◆
◆ had been explored with the ex- ◆
◆ ception of the extreme end of the ◆
◆ second southwest entry, hope ◆
◆ for the Merrick boys' being alive ◆
◆ was instantly rekindled, the feel- ◆
◆ ing being that they must have ◆
◆ escaped into the north workings ◆
◆ because the miners had been

tioned; it off into the course of the main south and on a by the long route. The fan was to be run for two hours, and then a helmet party was to be sent around by the long route to where the six missing men were last working.

Governor John F. Shafroth said yesterday that he would require Inspector Dalrymple to report to him in person immediately after the clearing of the mine, and give his version of the origin of the fire. The coal mine commission, headed by President Victor C. Alderson of the State School of Mines, will meet early in the week to make up its report on coal mine disasters at Starkville, Primero and Delagua. It will include in this report such facts as it can gather about the Leyden fire.

Every effort was made by those in charge to keep the stricken relatives from the mine yesterday. The women were absent. For some time an effort was made to keep the news of death from the bereaved women. It finally became known, however, who the men were. The women of the Merrick family are distracted, the aged mother being in such a condition as to need constant medical attendance. W. H. Merrick, the aged father, was the only one at the mine yesterday. He was a piti-

Hood's Sarsaparilla

Will make you feel better, look better, eat and sleep better, and give you the best protection possible against infectious and contagious diseases.

Get it today. In usual liquid form or chocolate tablets called Sarsatabs.

Death Painless, Say Rescuer.

The dead men were found at the intersection of fifth southwest entry and B entry, where the two-steel doors, so often mentioned by the workers, are. It was said that if the men could have gotten between these doors they could have survived. They were on the far side of the doors, and apparently had been hurrying back toward them to seek safety. The blackdamp, which overpowers the victim with a great desire to sleep, had caught them quickly and fondled them in endless sleep. Death had been quick and painless, say the rescuers.

Those in the party that made the dash said their safety lamps went out within fifty feet of the last brattice, showing that the air is still deadly. The four helmet men, J. W. Thomas, T. C. Harvey, E. H. Reese and A. C. Smith, proceeded by the light of flash lamps and came upon the four dead beyond the steel doors: John Augustine, Lester Jones, Eli Devey and Frank Caskatte, whose wife tried several times to throw herself into the mine. Augustine was the foreman of the crew working in the mine Wednesday night and was an old and experienced man.

The helmet and brattice party which entered the mine at 12 o'clock Friday night returned to the surface yesterday morning at 4 o'clock. At 7 o'clock another party went below. The party proceeded to the end of the brattice, 700 feet, and the helmet men then made their dash. They returned to the surface about 11:30 o'clock, not attempting to remove the bodies. This probably will not be done until today or tonight. Coronor J. L. Davidson is at Leyden, but he will take the bodies to the morgue at Golden.

At 2 o'clock another party went below and made the attempt to effect a short cut, which nearly cost the rescuers their lives. Professor Roberts and Pit Boss William M. Lourie were in charge. The later is the silent hero of the mine. With remarkable endurance and devotion to duty he has been the active, directing brain of the rescue work since Wednesday night. Hardly off his feet for a moment he has not closed an eyelid in sleep. He quit the

as even, looks his little finger. He knows the mine better than any other and in the councils of the rescuers he is always appealed to for the final information and advice.

When this party in question went

Retailers' Prices Almost Cut In Two

RUGS

At the Big Wholesale House
1841-43 WAZEE ST.

NEAR UNION DEPOT.

For a few days we offer good Axminster Rugs, size 9x12, for..... \$15.00
Extra fine Axminster Rugs, 9x12 or 8 1/4 x 10 1/2, for..... \$19.00
Or choice of any \$30.00 to \$40.00 Axminster Rug in our store for..... \$22.00
All other Rugs in proportion.

LINOLEUMS

For instance, \$1.75 grade English Inlaid Linoleums at this big wholesale house..... \$1.25
\$1.40 English Inlaid (colors through to back); our wholesale price to every-body..... \$1.00
Choice of any 90c Printed Linoleum in our store now..... 60c
A big line of American Linoleums, both printed and inlaid, at much lower prices than above. This is a case of must sell, so bring measures of your rooms and your pocketbooks, as cash talks here and does wonderful things.

THE COLO. LINOLEUM AND RUG COMPANY
Between 18th and 19th on Wazee.

is or whether there is fire throughout First Southwest entry is not known. The workers say that it was the intense heat that caused the fall.

The men came to the surface and no further attempt was made to send helmet men into the mine last night, although the bratticers continued work.

One reason why the four dead men found yesterday could not be brought to the surface was that the helmet men each carry fifty pounds of apparatus upon their backs and could carry burdens with difficulty. They would also have difficulty in carrying men down the main south entry, where the canvas brattice divided the narrow haulageway in half, and this little passage way is strewn with dead mules.

Priest Visits the Camp.

Father Leonard Heckman of St. Elizabeth's church, Denver, went to Leyden yesterday and visited Mrs. Augustine, who was inconsolable when she learned that her husband was among those found dead.

Augustine owned a farm near the company's property and recently stated to friends he would be financially situated so that he could quit mining and devote the rest of his life to farming after one more year of mining. Just two months before Augustine's last shift his partner, Joseph Hink, was killed by a falling wall in the same mine. Warned by a friend that he might be the next Augustine replied that he was always very cautious and stood little chance of ever being injured in a mine.

He and Fink had worked as boys together in Germany and had been partners since coming to America. Augustine was appointed administrator of his friend's estate and was to have appeared next Monday in the county court of Jefferson county in the adjustment proceedings.

Frank and Louis Merrick long had been residents of Jefferson county and were nephews of County Commissioner Eli West.

Different from the others. Jewelry, 921 16th st., Den

Rabbit Test Shows Danger and State Mine Inspector Refuses to Send In Res- cuers Without Helmets.

Little Chance of Hearing From Victims Before
Morning--Origin of the Fire a Mystery--All
Telephone Connections Destroyed--But Faint
Hope Anyone Will Be Found Alive.

Denver Post —————

12/15/10

Ten men have been entombed in the burning mines of the Leyden Coal company, 14 miles northwest of Denver, since 9 o'clock last night. There is little chance of rescue.

Origin of the fire is a mystery. Fire broke out in the mine a year ago. The flames were finally walled off from the workings, but they may have eaten through, causing last night's disaster.

One of the two shafts to the mine is completely destroyed, as are many of the surface buildings. The other shaft is filled with deadly gas. Those who would attempt rescue can only stand and wait until oxygen helmets have arrived from Trinidad.

Twenty-nine mules in the mine are probably dead. A rabbit lowered six feet into the unburned shaft was nearly asphyxiated in a few minutes.

Telephone connections have been destroyed. It is impossible to learn where the entombed men are. If they went in one direction they may yet be alive. If they took any other route they are probably dead.

(By JOHN I. TIERNEY)

Ten lives imperiled and a large property loss are the results of a fire which broke out at about 8:30 o'clock last night in shaft No. 2, of the Leyden Coal company's coal mine, at Leyden.

Some place in the labyrinth of the 750-foot level ten men are waiting for the relief that may not start to their rescue until tomorrow morning, or they have already succumbed to the poisonous gases generated by the flames.

There is but one hope for their safety. If they have reached a chamber beyond the fire zone and have closed the steel doors, recently installed by the mine management, they may be able to live for twenty-four or thirty-six hours. The extreme limit of the oxygen supply in the largest of the chamber is said to be forty-eight hours.

The exact cause of the fire is unknown, although many theories are advanced. One which is generally credited is that fire in one of the veins, which started over a year ago, had never been extinguished. The working in which the vein was located had been securely walled up, but it is believed the fire worked its way through to the shaft where it caused the disaster.

Ten Men Shut in by Walls of Flame in I Coal Mine and Little Chance Any Are

Rescue Work Delayed Until Oxygen Hel-
mets Arrive.

DEADLY GAS FILLS
PATH TO VICTIMS

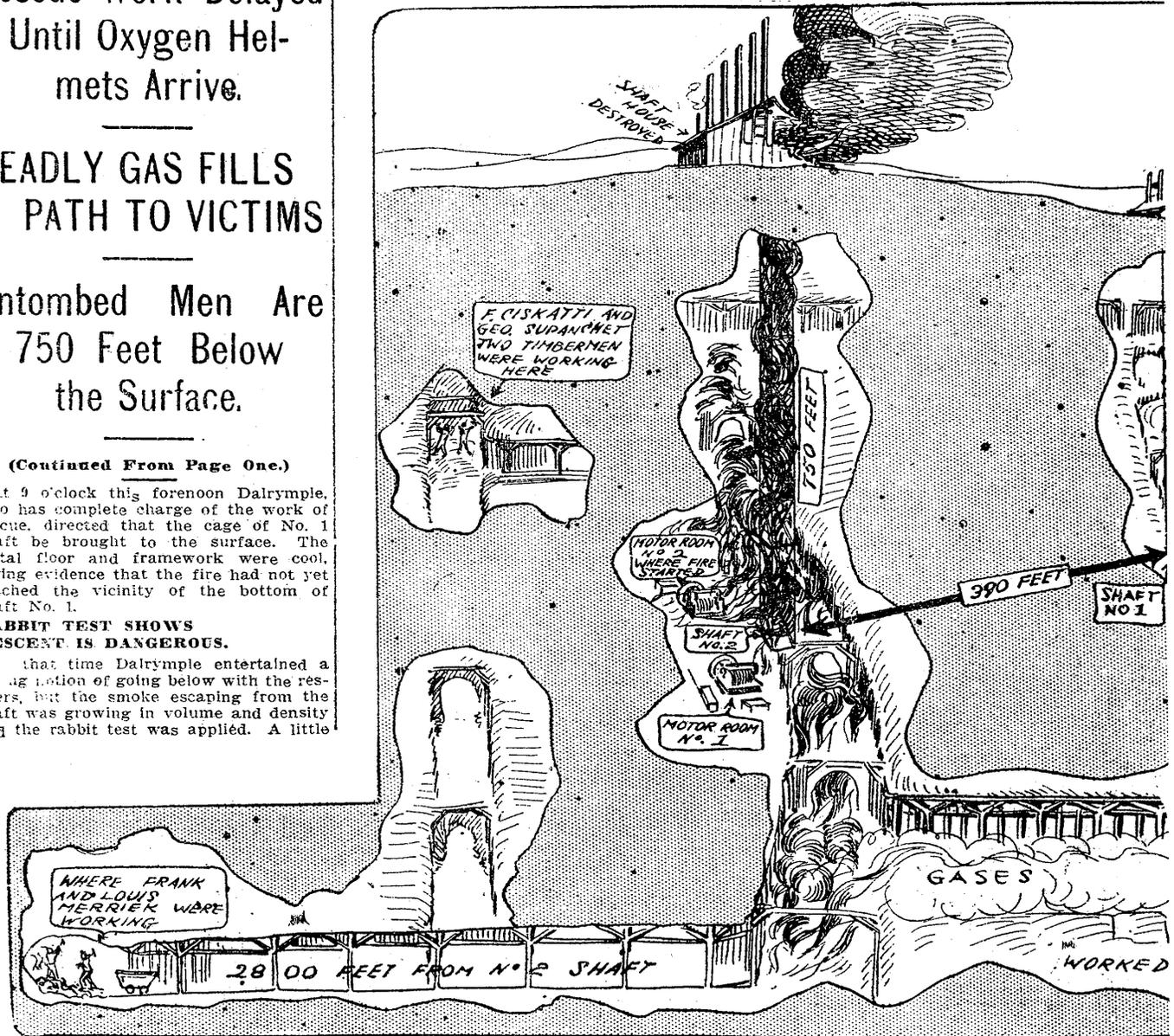
Entombed Men Are
750 Feet Below
the Surface.

(Continued From Page One.)

At 9 o'clock this forenoon Dalrymple, who has complete charge of the work of rescue, directed that the cage of No. 1 shaft be brought to the surface. The metal floor and framework were cool, giving evidence that the fire had not yet reached the vicinity of the bottom of shaft No. 1.

RABBIT TEST SHOWS DESCENT IS DANGEROUS.

At that time Dalrymple entertained a strong notion of going below with the rescuers, but the smoke escaping from the shaft was growing in volume and density and the rabbit test was applied. A little



Map of the workings of the Leyden mine, showing also the two shafts by which they are reached, drawn from engineers' maps. If they are toward the north in the workings, toward No. 1 shaft, they may yet be alive. If they are toward the south there is little chance of the

white rabbit was suspended six feet below the collar of the shaft in a perforated box and kept there for half an hour. The rabbit was almost cut off by way of that shaft and re- shaft No. 2, but the smoke grew in dens- ity so that the electric light in the room was obscured. He saw that escape was mounted above the streams that were shot into the shaft and the sparks alight- ing on the buildings twenty-five feet away speedily devoured them. J. G. F. FREQUENT CAVEINS ARE of the L

When taken out the doctor, dead and Dr. Matt R. Root, company physician, advised against any descent.

Although there is apparent inaction on the part of the crowds which are gathered at the mouth of the shaft, the delay at this time is not working to the injury of the imprisoned men. Coal mine experts give it as their judgment that the fire may die out when the timbers in shaft No. 2 are all burned and conditions will be so improved that rapid progress can be made in the rescue work.

The first alarm to the people on top was given by Matthew Hale, stable boss. He was in the harness room shortly after 8 o'clock last night when he was called out by Frank Otonihal, a mule driver, who pointed out smoke in the engine room seventy feet away.

Hale started toward the engine room,

traced his steps toward shaft No. 2. The air grew so bad that he was forced to depend upon the railing leading towards the shaft for guidance.

ONE MAN BROUGHT TO SURFACE UNCONSCIOUS.

When Hale stepped to safety he immediately gave the alarm to Peter Stangier, assistant pit boss.

C. W. Anderson, a rope rider, descended after Hale's alarm and cut loose the twenty-nine mules employed underground. In the short time permitted him he located Arthur Walton, a miner, and brought him to the surface. Walton was unconscious.

The last cage to leave the lower workings contained E. T. Moore and John Sardakowski, who happened to be working in a chamber close to shaft No. 2. They smelled the smoke and moved out to the entry, where they saw their danger. They immediately ran for shaft No. 1 and gave the signal for ascent.

Lee Newcomb and Benjamin Butler, engineer and assistant, had worked overtime and were underneath shortly before the fire was discovered. They had planned to go to Denver on the 8 o'clock car, which is the last to leave, and were just able to make it. The night engineer is William Tonn, but his duties did not call for a visit to the lower workings last night.

The imprisoned men were working at varying distances up to half a mile or more from shaft No. 2. Because of their remoteness from the origin of the fire it was said the blaze could rage for more than two hours before they would get a hint of its existence. By that time it would be impossible for them to reach the escapeway through shaft No. 1.

ORIGIN OF THE FIRE IS STILL A MYSTERY.

Various theories are advanced as to the cause of the fire. It is thought that a short circuit might have occurred on the motor used for the electric lights, and through defective wiring, or the presence of combustible matter, started the blaze.

Another suggestion is that the fire might have caught from the overturning of an oil lamp which was seen in the engine room a short time before the fire.

According to one of the miners, a vein of coal three feet wide, about midway from the top to the bottom of the shaft, and which has never been worked, has been on fire at different times for a number of years.

The scenes about the mine this morning were of indescribable confusion. The mine employs about 280 men, all working on day shift, except such as want to work overtime in order to make up for lost time. None of the employes had heard of the fire, their knowledge being conveyed to them by the red glow in the early morning darkness which lighted up the northern sky.

The surface about the mouth of shaft No. 2 was strewn with the wreckage of the ruined buildings. Seven black smokestacks, all that remained of the boiler house, stretched their twisted lengths towards the sky. The heavy timbers, 16x18 inches, which had supported the gallow's frame, were charred, smouldering coals. The gallow's frame and tippie were in ashes on the ground, the fluted sheet iron sides of the tippie being piled into shapeless masses.

The hoisting engine, two generators and two compressors were also destroyed and the timber, brick and sheet iron completely covered the mouth of the shaft.

Up to late in the day the area between the two shafts was covered with burning and smouldering piles of timber and wreckage. When the first alarm of fire was given an attempt was made to flood No. 2 shaft with water, but the flames

DISTINCTLY HEARD AT SURFACE.

To add to the gravity of the situation there are frequent cave-ins, which can be heard distinctly on top. These begin with a rumbling sound, continue for several seconds and then a mighty crash. It is the hope of the mine officials that the falling earth may smother the flames and extinguish the fire.

Because of the cave-ins there is considerable danger attached to the work about the burned area. The officials roped off a restricted space, and none but those actually engaged in the work of rescue are permitted to enter.

The absence of wind was a most fortunate circumstance. The Leyden mine is on a flat, flanked by the foothills, which form a veritable chimney through which the wind usually sweeps with great velocity. If usual conditions had prevailed last night and this forenoon nothing could have saved the mine buildings and shaft No. 1.

The Leyden mine has been regarded as one of the best equipped coal mines in the state. The workings cover an area of about 320 acres, and the most approved appliances were but recently installed.

Last summer the fan was set up in order to comply with the regulations imposed by the state coal mine inspector. In addition the company installed seven steel doors, set in concrete and made absolutely air tight. These doors were to serve the double purpose of perfecting the system of ventilation and to act as protection in case of fire.

The air which was forced down shaft No. 1 was split at the bottom, one current going north and the other south. The steel doors prevented any short circuit of the air and aided in its proper circulation. That the ventilating system was effective is testified to by all who were connected with the mine, as the pressure from the exhaust airshaft was strong enough to carry considerable particles of dust and coal to the top.

ANALYSIS OF COAL

SHOWS IT FREE FROM GASES.

The lignite coal from this mine carries a water content of 20 per cent, and on analysis has been shown to be free from gases generating combustible elements. Although there is said to be little, if any, danger from dust, the mine has been regularly sprinkled and was yesterday.

The employes of the mine, about 280, are mostly Americans or English speaking people. There are a number of foreigners, but they form the smaller part. About 100 live in Denver. The mine has been in existence since 1903, and during that time there have been but seven fa-

mined in I Hills, but aster and this city.

"I can't sion, its c S. M. Per at noon. I see no r be safe, the adver the cause body else energies t

RESCUERS READY FOR

Helmet Men Constantly Risk Death at Leyden Trying to Reach Ten Workers.

(CONTINUED FROM PAGE ONE.)

Should the brattice hold, it may not be possible to reach the lost men for several days. The wives of the missing men flocked to the mine yesterday, and neither pleadings nor commands could drive them from the rope which shuts off the shafts from the town. Most of them are in a state of collapse.

The brattice by which the rescue party is carrying air into the mine is a canvas partition, extending from floor to roof of the main south entry from shaft No. 1, and dividing it into two passageways.

On one side a current of air is driven in by the fan, passes around the end of the canvas partition and returns to the surface by the other passageway, carrying the air off with it. This thin canvas partition is the only separation between life and death.

A second telephone station has been established 150 feet from shaft No. 1.

Solid Bulkhead Is Put In.

The morning and afternoon were spent in putting a solid bulkhead in the north tunnel leading from shaft No. 1. Gas and smoke have gone into the northern workings as well as into the southern. When the brattice work was started Thursday night a canvas bulkhead was placed across the shaft entrance of the north tunnel to keep the smoke from being drawn into the shaft by the fan. As the work progressed the revolutions of the fan were gradually increased until it reached the normal. It was feared that the rush of air into the south tunnel would tear out this flimsy bulkhead, so the bratticing of the south tunnel was abandoned in the forenoon and the entire gang of workers congregated in the shaft to put in a permanent bulkhead.

Clay, cement and wood was brought and lowered into the shaft and with this the men constructed a new bulkhead fifty feet farther back in the north tunnel so that a vacuum might not occur. As it is there is some danger of the bulkhead tearing out. This work was finished shortly before 6 o'clock and the efforts of the rescuers were concentrated on the bratticing of the south tunnel again. Great difficulty has been caused by the bodies of dead mules. They are strewn along the track. Chloride of lime was taken down in great quantities and spread over the bodies and in some instances mules had to be cut up in order to allow the bratticing to continue. None of the pieces of the bodies was brought up.

A score or more of automobiles drove to the mine during the day with loads of curious people from Denver. Some of these machines were manned entirely by well-dressed women. They stayed for hours. Every tramway car also brought its string of men and women. They streamed up to the mine, wandered about the guard ropes and departed. A crowd was in evidence the entire day.

Sheriff J. W. Heater of Jefferson county has a complete patrol. He swore in deputies, ordered the saloon

closed and was himself in evidence constantly.

Ben Butler, one of the two men said to have been wiring in the mine just before the fire occurred, is now doing duty under Sheriff Heater as a deputy. Some suspicion was cast upon Butler and Lee Newcomb, the engineer, by some, who said it was carelessness from them which had probably caused the fire.

Butler was indignant at this rumor.

"I am a rope rider, and repair wiring when the work is needed," he said yesterday. "Wednesday night Newcomb and I were repairing some defective wiring in Fifth Southwest Entry, 4,000 feet underground. The two Metrick boys were working in that entry and we talked to them just before leaving the mine. When we got through with our job we started out as fast as we could because Newcomb wanted to catch the 6 o'clock car for Denver. We had not been smoking and did not do so on the way out. Newcomb never smokes and I did not have time as we made the trip to the engine room in ten minutes.

"The engine room was dark. We saw Hale down at the shaft and called to him to turn on the lights in the engine room so that we could go in and change our clothes. He turned the switch and we entered. We saw nothing wrong in the engine room and there were no lights except the incandescents. We changed clothes hastily and put our mine clothes and extinguished lamps in the lockers.

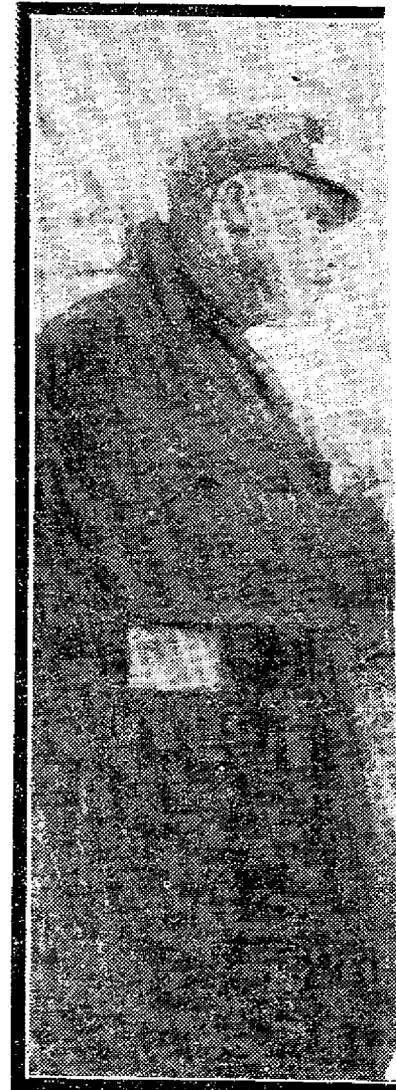
"Then we left the mine by the cage immediately. When we went out of the engine room the electric lights were still burning, and it is my opinion that a short circuit in the engine room started the fire."

Falls in Shaft No. 2 continued all day. When one came it sounded like a strong wind rushing at a distance. A heavier fall Thursday night was accompanied by a sound as of an avalanche.

A small hoisting engine, which was poised upon the edge of Shaft No. 2 all morning, toppled over into the black cavern about 2 o'clock. The hole is now ten times its original size. The shaft is ruined. It may take a year to put it in working order again, if this can be done. Another shaft may be a cheaper way of repairing the damage. Meantime, the output of the mine will be decreased. It was turning out 1,100 tons of coal a day, one of the largest outputs in the state. The mine has forty miles of workings and eighty-five miles of trackage.

It has been operating since 1892 and is owned by the Moffat interests, Senator Charles J. Hughes, Jr. being vice president, and Fred Moffat secretary-treasurer. The loss to the company in output due to the ruin of Shaft No. 2 will be enormous. In addition, the boiler room and engine room of Shaft No. 2 was the finest in Colorado, it is said.

The pity and the horror of the Leyden



W. M. Lourie, Pit Boss of the Leyden Go Home After She Had Spent Many Hours of the Fiery Pit. Her Husband and Refuses to Leave While There Is

fire sank deep into the consciousness of the spectators yesterday.

Hour after hour the only noise around the mine entrance was the monotonous chug-chug of the engine which drives the monster fan at Shaft No. 1. It is a dreary and dreadful sound when one listens for hours a time to it and realizes that not only the lives of the ten missing miners, but those of the rescuing party, depend upon the unceasing whir of the blades.

As the cars from Denver run in Leyden every hour, they pass through the town, a pathetically barren looking place. On the flat little valley in which are the mines, and on the low-lying hills, there is neither tree nor bush nor sagebrush. The town looks like a child's toy village—prim, box-like

R DASH TO FIND MINERS

Women, Dumb in Their Misfortune, Refuse to Be Driven Away From the Workings.



Mine, Appealing to Mrs. Louis Merrick to Sleepless Hours Watching at the Mouth and His Brother Are in the Depths and She a Chance for Them to Be Brought Out.

other camp in Colorado. The difference is at once visible in their fine physiques, their intelligent faces and the faces of the women.

The human emotions are intermittent, like the pendulum, and swing backward and forward of a necessity. The bereaved women and children, who were in a state of frenzy Wednesday night when the fire was at its height, stayed indoors Thursday, the victims of dumb despair.

But in the face of the marching hours, which brought no hope to them and no physical indication of progress in the work of rescue except that maddening throb of the engine, the women—they who can only stand and wait—were driven forth to the mine again. They came singly and grouped themselves together as if seeking comfort in the misery of others; they stood for hour after hour outside the rope which keeps all but workers away from the shafts, waiting, uttering broken words, low moans and bitter sobs from time to time.

It is Mrs. Frank Ciskatte, who tried twice to jump into shaft No. 2 during the fire, who affords the most pitiable spectacle. She is a foreigner, with no relatives and no hope of support for herself and four children except the husband who has been shut in the burning mine for sixty hours. The members of the rescuing party and the newspaper reporters who stood guard over the mine all Thursday night, saw a spectacle which shook them as if the grief was their own, during the early hours of the morning.

It was 4:30 o'clock. The pale light of the moon in the west silvered the shaft house and office buildings. Up the road from the town came the solitary figure of a woman. She swayed in her steps and staggered from one side to the other of the dimly visible road; and as she passed the office building it was seen that the early visitor was Mrs. Ciskatte, driven forth from her children by a fear which would give her neither sleep nor rest. Fearing that she would repeat her attempt at self-destruction, several followed her. Mrs. Ciskatte walked, as one blind, up to shaft No. 1, and there, exhausted by her grief, she fell limply against the side of the shaft and wept wretchedly, pulling at her clothing and feebly beating the walls of the building.

Children Asleep on the Ground.

Like the other women, she stayed just outside the guard house during the remainder of the day. The forenoon she spent on the little hill slope just south of the yawning cavern which was shaft No. 2. It was the same heart-breaking spectacle all morning, for she wept even as her four children, lying upon the ground with their heads upon her lap or upon one another, slept at last, worn out waiting for their father.

The family of the two Merrick boys presented a hardly less painful sight. W. H. Merrick, the father, the sister

and surviving brother of the missing boys, and the wife of Louis Merrick, were present all day. They would stand, gazing with frozen faces at the working men and then one would weep softly. The others would turn to comfort her and soon the family would be clinging to one another, the women hiding their faces upon the breast of the aged father, who wept himself, and repeated, over and over, to the surrounding crowd: "I tell you, you can't realize what this means. You can't realize it until someone in your family is lost."

Efforts were made frequently to get the women to go home. They all refused stubbornly.

Women Remain on Guard.

"Oh, what would the boys do when they came in out of the mine and found none of us here to welcome them? They would look for our faces first thing and we would not be here. What would they think?" said Mrs. Merrick, and it was only when assured that the rescue might not take place until late at night that she consented to go home for a few minutes.

She returned later at night, as did all the women. They clung tenaciously to hope, refusing to talk of the missing as if they might be dead.

Mrs. Devey, wife of Eli Devey, with a baby in her arms, said: "I am in great trouble, but I have but one baby. Think of some of the other women."

KENNETH MINE BURNS HOUR

Superintendent and 12 Men Enter Shaft and Extinguish Blaze.

(SPECIAL TO THE NEWS.) TRINIDAD, Colo., Dec. 16.—For over an hour fire raged this morning in the Kenneth mine of the Chicago Fuel company at Tabasco, eighteen miles northwest of this city, but heroic work on the part of the superintendent, Robert Nichols, and a party of miners saved the property from destruction. The origin of the fire is a mystery. When the night shift left the mine at 5:30 o'clock there was no sign of fire. When the day shift started in an hour later signs of fire were discovered and traced to the face of one of the remote rooms. Nichols first sent to Trinidad for help. Then he organized a party of twelve men, entered the mine, made his way to the seat of the fire and forty minutes later emerged with the party and reported that the danger was past.

KANSAS WOMAN EX-MAYOR DIES.

COTTONWOOD FALLS, Kan., Dec. 16.—Mrs. W. A. Morgan, widely known in Kansas, died at her home today, aged 65 years. In 1885 she was elected mayor of this town and with a body of women members of the council did effective work in keeping the town dry.

Premiums of all kinds with Sunday News cash want ads.

houses set at regular intervals on a bare flat. The houses are all painted a dark red, and the square windows, devoid of curtains and, in many instances, of plants, are rimmed with a staring white. In the doorways or on the flats about them, women stand shading their eyes and looking stolidly at the passing cars, bringing the curious to witness the tragedy of a few obscure lives. Little children squat about on window sills or stand near the car track, vastly interested in the visitors.

Even at that, the town of Leyden is as light as to darkness when compared with the faded, dusty and desolate coal camps of the southern part of the state. There are more American miners at Leyden and Louisville than at any

Denver Republican
Dec 18, 1910

WEATHER INDICATIONS.

For Colorado—Fair of the four found yesterday and Tomorrow fair in all be conveyed from the mine. in central and

Only a Glimmer of Hope

That Any Are Still Alive

There is a glimmer of hope held out, however, for the relatives of the Merrick boys, who still are awaiting news brought up by the rescue parties, and who have not left the company's office since the fire was discovered, except for a few hours.

The rescue parties will today concentrate their efforts in a dash to the section in the south main entry, where it is figured that Louis and Frank Merrick may have been cut off in their attempt to reach the main shaft.

The courses which the Merrick boys might have taken, based upon the knowledge of their foreman as to where they were working when the fire broke out, has been carefully gone over and the work in building the stopes today was carefully planned with a view to reaching them.

A stop was nearly finished between the first and second entries on the south main entry at 1 o'clock this morning. The second stop is being erected between the first south entry and the bottom of shaft No. 2.

The entry stops will be finished early this morning and the fan will be worked for two or three hours. If the air is found sufficiently clear rescue parties today will make a thorough search of the entire south workings of the mine.

At midnight last night the rescue party, which entered the workings at 8:15, returned to the surface and were replaced by a new crew.

What Was That Big Buck Doing?

Asks Col. Hamp Stone.

"If animals don't reason out the whys and wherefores of things and act accordingly," said Col. Hamp Stone of the Big Thicket country, Texas, "what was that big buck that I didn't shoot doing that time down Devil's Mountain way?"

"They had put the dogs out, and I was to get to a bull pine tree on the east bank of the river, at a place where they said the dogs would be apt to send a deer

SMALL HOPE HEL.

HELMETED RESCUERS TO KEEP UP HUNT FOR 5 HOURS

Underground Workmen Are
Breathing 500 Ft. Through
Gas Zone.

SUPPLIES ARE SENT DOWN

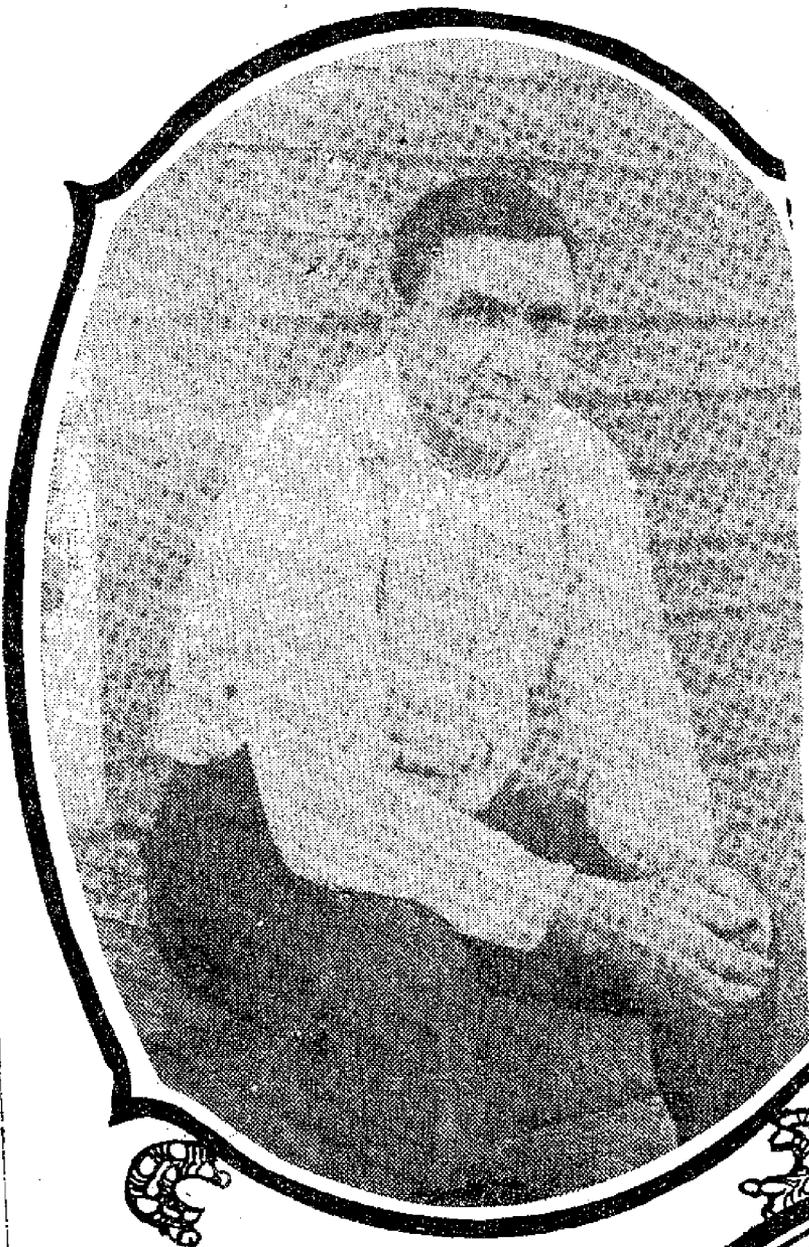
Pitiful Scenes at Mouth of Shaft
Where Women Watch for
Loved Ones.

(Continued From Page One.)

The government rescue car with volunteer workers from the Victor-American company's camp at Delagua and from the Colorado Fuel & Iron company's camp at Starkville and Primero—names that spell disaster themselves—arrived at Leyden at 7:10 last night. It had been brought from Trinidad, having started at 8:30 o'clock in the morning. A preliminary descent was immediately made. The air was terrible. The fan, which had been started at 2:30 o'clock in the afternoon, gradually cleared out of the air in shaft No. 1. A helmeted party descended into the shaft at 10:45. It found ten dead mules within a short distance of the shaft. A first brattice was established. Men without helmets entered the mine and the slow work of forcing the foul air back by bratticing began. A telephone communication was established by the signal corps of the first national guard. The workers in the mine conversed in this way with the surface throughout the long night.

Professor Roberts in the res-

MARTIN REESE,
Who Led Rescue Party Down Shaft No. 1 and Was Overcom



were also the respiration and other machines used in rescue work.

Davidson, Thomas, Peter Stanger and James Gilchrist, the latter two workers at Leyden, made the first descent into air-shaft No. 1 since Wednesday night, when the rescue party had

A party now pushing through the various workings are: W. H. Adamson, Er Stanger, D. H. Reese of the Vic-American company and T. W. Seedale of the government rescue crew. They can work in helmets two days, but have an underground station for replenishing helmets with oxygen.

Unhelmeted Men at Work.

The unhelmeted men doing the brat work are: Fred Gesler, William Pett and Archie Gilcrest.

The missing men are supposed to be located as follows: Two men in room of the Second Southwest entry, 3,600 feet from shaft No. 1; two men in Two Five Southwest, 2,800 feet from the shaft; five men in B cut of Four Southwest entry, 2,800 feet from the shaft, and one driver, who may be anywhere in the southern workings.

An attempt was made at rescue work when the rescue car arrived yesterday. Chief Dalrymple, state coal mine inspector, and his assistant, F. N. Oberlin, arrived early in the morning and took charge of the mine. At 9:30 o'clock Dalrymple had a rabbit lowered on the way into shaft No. 1. It was lowered ten feet below the surface and allowed to remain thirteen minutes. When hoisted to the air it was found to be unconscious. Dalrymple forbids entrance of anyone into the mine at that time.

Had the fire broken out last night it would have caught 100 workers, for Thursday night is timbering night, and the only one in the week upon which a large shift of men is worked. There were only fourteen in the mine and four were out.

... safely escaped with life.

The engine room of No. 1 shaft was uninjured and the cage was lowered into the mine. The explorers found that the air was good, that a great quantity of smoke choked the workings and that there was no evidence that fire had traveled toward shaft No. 1. After a short stay the party returned to the surface where the news was received joyfully. The hopes of the miners were at once raised and help was volunteered from all present. This was at 9:30 o'clock and preparations were made at once for a trip of the helmet men through the south workings in search of the miners who were caught in there at 8:15 o'clock Wednesday night.

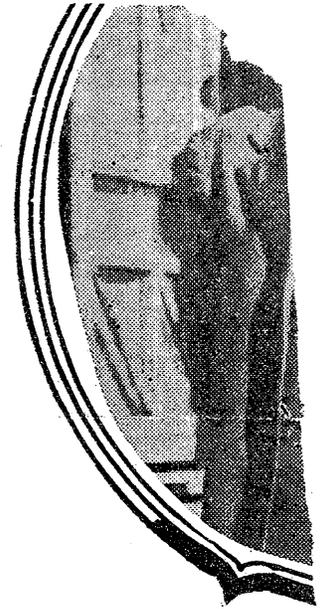
Arrangements were made with St. Anthony's hospital whereby any men who were found alive might be rushed there on the special tramway car, which had been sent out to Leyden at 3 o'clock in the afternoon.

During the afternoon telephone communication had been re-established and the head officials of the company in the offices at the Gas & Electric company were kept informed of the progress of the rescue work.

Men Work in Fire.

At 10:45 the second party went below, established the telephone communications and bratticed off the workings. The fire grew worse as they progressed.

It was 8:15 o'clock when fire was discovered in the engine room of shaft No. 2 by G. M. Hale, the day barn man. At 8 o'clock, just previous to the discovery,



STATE COAL MINE

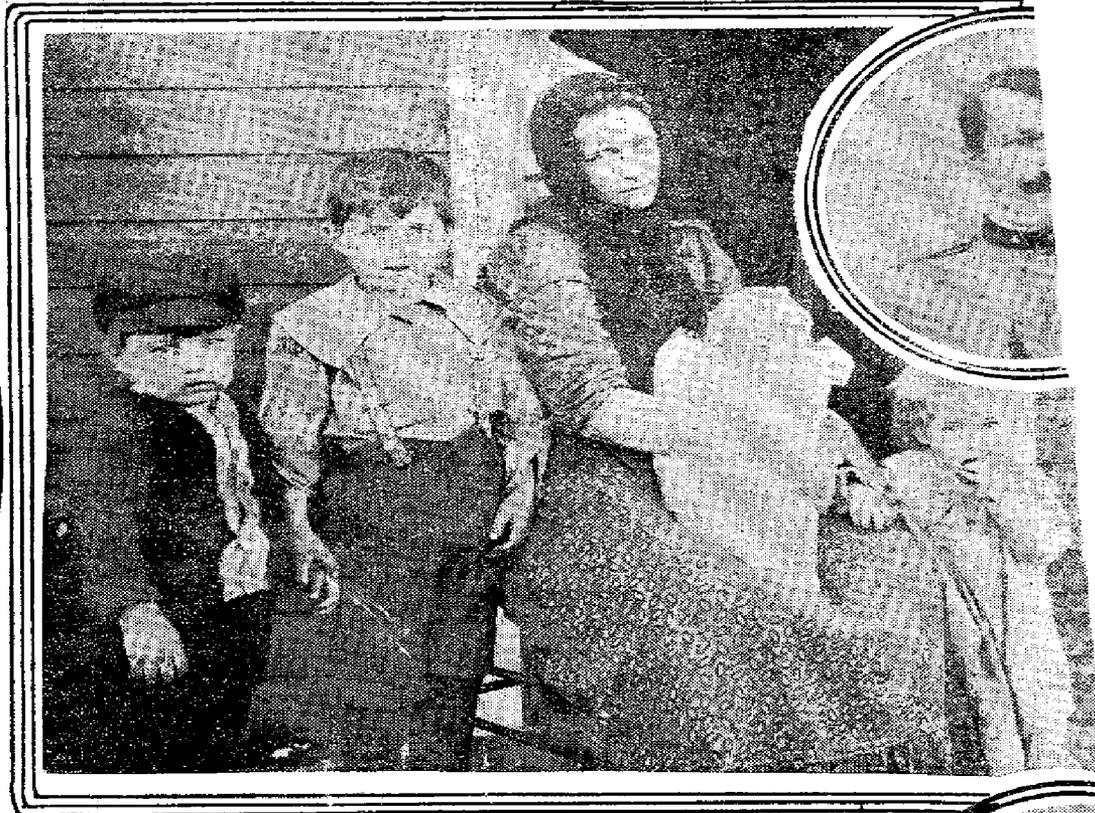
caught the timber almost instantly the way the party picked up Artherton.

Almost immediately the was forced to go down although flames were

Γ FOR TEN MEN,

MRS. FRANK CISKATTE, HER FOUR CHILDREN, AND (IN THE CIRCLE) HER HUSBAND

16.



INSPECTOR JAMES DALR YMPLE AND HIS ASSISTANT, F. N. OBERDING.

F. A. PE
Purchasing Agent of

ly. On
or Wal-
party
No. 1,
issue.

ward the steel door separating the two shafts. Before they reached it the men began to crawl on their hands and knees. Doubtless they would all have perished had not Anderson displayed a remarkable vitality and grit. He dragged him-

was swallowed in one great gulp of fire. The flames licked up the boiler room and then climbed the high tippie, like some living monster. They wound fantastically in and out through the framework, until it, too, tottered and

heavy falls which c
long. In addition to
the surface the hoist
generators and two
at shaft No. 2 have
MINER IS KIL

Friday the silence that hung over Leyden was disturbed at intervals by a low rumbling and a tremble would be felt in the ground. It was the shaft walls of No. 2 caving in and completing the devastation in that section of the mine. The timbers of the shaft, burned away, no longer held the loose walls intact.

Upon the surface \$100,000 damage has been done. In the workings this figure may be exceeded. Where the tall tippie, the boiler house and engine house stood, blackened timbers and gray ashes cover the ground. The seven tall and blackened smoke stacks of the boiler house, like the pipes of a grotesque and gigantic pipe organ, stretch their fingers toward the sky in desolation.

There was a singular and deceptive quiet hanging over the town yesterday. Groups of men and women stood about the little red frame houses conversing in low tones. It was the calm which comes upon a people when a great disaster has occurred—an oppressive and menacing calm. The appearance of Sheriff Heater and Coroner John Davidson of Jefferson county added to the feeling of oppression.

Rescue Car Arrives at 7:10.

The government mine rescue car, equipped by the United States Bureau of Mines, which made its initial appearance at Delagua, arrived at Leyden from Trinidad at 7:10 o'clock last night. It brought besides the regular government crew, volunteer workers from the Victor-American rescue crew and the Colorado Fuel & Iron company rescue car.

Professor J. C. Roberts of the United States Bureau of Mines was in charge. With him were his assistants, T. W. Tweedale and Thomas Harvey, a hero of the Starkville disaster.

G. C. Davidson, George Smith and Jack Ladosey came from the C. F. & I. car and J. W. Thomas, D. H. Reese and H. C. Davies from the Victor-American rescue car.

The party brought six oxygen helmets, each weighing 50 pounds, and capable of sustaining life in a gas-laden mine for two hours. In the car

1500 Newcomb and Ben Butler, who had been wiring on the south side of the south main entry from shaft No. 2, had entered the engine room and changed their clothes preparatory to going to the surface and taking the car for Denver. This fact leads some to believe that the fire might have originated from a short circuit, defective wiring and a lighted cigar thrown away by one of the men.

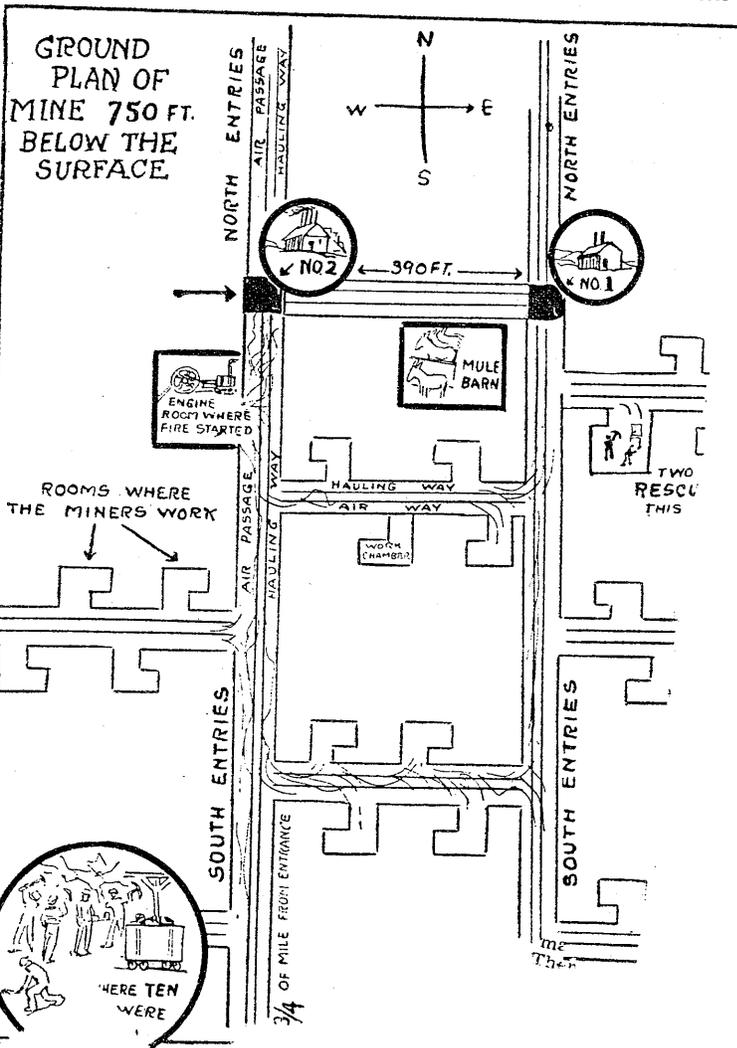
Hale entered the engine room at 8:05 o'clock and saw nothing unusual. Ten minutes later he saw smoke issuing from the engine room, his attention having been attracted to it by Frank Otonihai, a mule driver, and went there. He found the interior on fire. Calling Peter Stangler, assistant pit boss, he communicated the news to him.

The party hurried from the mine as the flames, drawn toward shaft No. 2 by the exhaust there swept up the shaft and

shaft No. 2. Martin Reese, assistant pit boss, led the way, and Lou William Anderson, Joe Bochini and Stangler, assistant pit boss, followed.

Find Air Good at Bottom.

The men sank out of sight on the shaft and upon arriving at the bottom shaft found the air good. They found the connecting entry between the shafts, reaching the fire in shaft No. 1. For nearly an hour they remained trying to extinguish the fire. The meeting with some success, with a glaring error of the reversed fan. Instantly shaft No. 2 was converted into an intake and shaft No. 1 became the exhaust for the air through the mine. The draught reversed and the smoke and gaseous poured back upon the rescue party. At all speed they retraced their



Put a
Rebuilder
 to Work
POSTUM
 In place of coffee or tea.
 "There's a Reason"
 "Postville," in vks.

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self along for the last few feet, calling for aid. The men struggled through to shaft No. 1. E. T. Moore and John Sardakowski were found working in a room off an east entry into the main south entry of shaft No. 1. They were placed upon the cage which was lowered by the engineer. Pit Boss Laurie, James and Archie Gilcrest and others came to the aid of the first rescue party and had to carry some of the men from the mine. Peter Stangler then tried a second descent, but had descended only a short distance in the cage when he signalled "hoist." The engineer brought him to the surface and he said the air was too bad for any man to live in it.

Abandon Attempts to Descend.

Attempts to descend into the mine were then suspended until morning.

The surface workings occupied the attention of all available men. At the first sound of fire, while the first rescue party was in the mine, those on the surface had attempted to drown the fire by means of a mine hose turned into shaft No. 2. The water had no effect. By the time the rescue party had returned, the fire had mounted into all the buildings. The flames roared audibly as they rushed upward in billows. It was a weird and sombre sight. Mingled with the dense coal smoke from the mine the blaze was a dull red. The light was thrown over the surrounding country for miles, bringing farmers of the region to their doors and windows in amazement. The engine house of shaft No. 2 caught like tinder and

crashed to the ground. The burning of the boiler house, Leyden was suddenly left in darkness, for the electrical power was generated there. The flames burned the buildings to the ground, leaving the site covered with charred timber, a smoking desolation that greeted the eye forlornly in the gray of the morning.

The buildings at shaft No. 1, 390 feet distant, are uninjured. The total surface loss from the buildings destroyed is estimated at \$100,000. William Ferris, of the Ferris & Conaway Fire Insurance agency, was at the mine yesterday. The firm has \$65,000 insurance on these buildings. The loss in the workings of the mine, however, will probably exceed that on the surface. Shaft No. 2 may be practically destroyed for mine use by the

Drops Upon Cage at Near Freet

GREELEY, Colo. Graves, weigher at the mine near Frederick, fell from the tippie today when he struck the ground. Coroner T. G. Macy held an inquest on the body. The body was brought to the surface. Graves was a widower and was a recent arrival. He formerly lived at the mine. He is survived by a daughter living in a house for him; a son, and a daughter living in Junction.

MEN
ED FROM
CHAMBER

Fourth Fire in Year Brings Dead to 220

Colorado coal mine disasters which have occurred this year:
C. F. & I. mine at Fremont, January 31—75 killed.
C. F. & I. mine at Starkville, October 8—56 killed.
Victor-American mine, Delagua, November 8—79 killed.
Leyden Coal Co., at Leyden, December 14—10 supposed to be dead.
Total number of victims, if none is rescued at Leyden, is 220.
The mine investigating commission appointed by Governor John F. Shafroth to investigate coal mines especially and devise means of protecting the lives of miners, will include this disaster also.



FLASHLIGHT TAKEN BY NEWS STAFF PHOTOGRAPHER

**Evans Property
Berick.**

Dec. 15.—W. C. Evans coal mine down the shaft and was killed in cage.

made an investigation may be held here.

wer, 45 years old, died at Frederick.

. Cameo, Colo. He

ghter, Pearl, keep-

son, Joe, at Col-

, Hattie, at Grand

one throwing a lighted cigar or cigarette in the engine room," said Dalrymple. "I will have to make an investigation to determine this. The fire originated there from all that can be learned. The men in the mine may escape if they have gone from the south workings to the north. It is a slim chance. If they are in the south workings yet they are probably dead. There has been no evidence that gas was in the mine, and no explosions."

F. A. Perry, purchasing agent and treasurer of the Leyden Coal company, said:

"If the men keep their heads and travel toward the north they should manage to keep alive until help can reach them.

"I don't know just what started the

been working, but the shaft is lined with cement so that it could not escape. The place is nowhere near the shaft."

BILL TO CHANGE CIVIL SERVICE.

A bill will be presented to the next legislature asking a change in the existing civil service laws to permit of temporary appointments by the civil service commission when examinations cannot be held immediately, providing Governor Shafroth gives his consent to such action. Henry Van Kleeck, president of the commission, asked the consent of the governor yesterday. It is said a movement has been commenced to have a law passed abolishing the commission.



ER LAST EVENING, SHOWING RESCUE PARTY AS THEY WERE ENTERING LEYDEN MINE.

PRISONERS IN MINE

Screams of Woman at Mouth Of Pit Lost in Fire's Roar

Wife of One of Ten Entombed, Twice Prevented from Leaping Into Holocaust, Goes Back Home to Four Children.

The curious, who hurried to Leyden to see for themselves what features characterized a mine disaster, were disappointed if they expected to see women tearing their hair and sobbing upon the streets. But the tragedy was there, nevertheless, behind closed doors, where bereaved children huddled around the knees of some wild-eyed woman, whose husband was among the missing.

The families struck by the blow did not appear among the crowds of curious after the first news of the disaster. Then, indeed, they had rushed out into the night, where the tower of fire painted the sky, and wept and cried aloud, alternately.

Mrs. Ciskatte, wife of one of the timbermen caught in the mine, frantic with grief, tried to leap into the holocaust that issued from the mouth of shaft No. 2, about 10 o'clock Wednesday night. Ready hands caught her dress and drew her back, while she shrieked with the fury of a maniac and tried to tear herself from their grasp. When she found that she could not end her life, she thought of her four children in the tiny red cottage which she had quitted at the cry of fire; she collapsed in the hands of the rescuers, moaning and inert, so that she had to be carried back home. Early in the dawn yesterday she arose once more, just as the sky was turning white in the east. She had not removed her clothes.

Slipping along unobtrusively she was making her way toward the blackened and devastated air-shaft, probably for a second attempt to join her husband, when one of the watchers at shaft No. 1 saw her pass. He ran after her and she allowed herself to be lead back to her house without any attempt at

waiting dumbly in their stolid, foreign way for the men to start the rescue work, or weeping occasionally when the quiet became too oppressive. No attempt was made to reach those in the mines after the first party returned to the surface. In the morning those whose relatives were in the mine returned to their homes, nor did the women venture forth again. Each one of the ten desolated homes contained a band of women, all waiting patiently with the wife and mother, and attempting to reassure her.

Frank Ciskatte, the timberman, escaped death at Primero only to fall at Leyden. On the eve of the second Primero disaster Ciskatte, carrying his dinner pail of blue graniteware, started for the Primero mine. He met a neighbor at his gate and stopped to chat. Ten minutes later he hurried forward toward the mine entrance, but before he reached the black portals the explosion which hurled seventy-five into eternity had occurred. Mrs. Ciskatte has four children, the oldest 7 years and the youngest an 8-month-old baby.

Mother of Two in Pit Seriously Ill.

The relatives of the two Merrick brothers, who were working together in the mine, congregated last night at the home of the mother, 4586 Wolff street. Mrs. Merrick is in a serious condition and may die as the result of the loss, while the father, W. H. Merrick, who owns a farm at Arapahoe crossing, where the boys lived while mining, wandered in a distraught manner about the streets of Leyden yesterday, a pitiful sight to behold. He was accompanied by the youngest of the Merrick brothers, Harry, a lad of about 15 years. At 5 o'clock the party, including Mrs. Louis Merrick, hugging her baby closely to her bosom and weeping on the street car, boarded the Leyden car for Denver.

Entrapped in Mine



BER 2" SHAFTHOUSE.

about it. The figure at the right is F. A. Perry, purchasing agent of
—Photos by Harry Rhoads.

Struggling Hard to Save

TEN CUT OFF BY THE FLAMES MAY YET BE RESCUED

Trained Government Crew at Leyden Penetrates Tunnel Some Distance From Bottom of Shaft.

Report Fire Still Burning at Bottom but Air Comparatively Clear —Relatives and Workers Await Anxiously at Entrance for News—Oxygen Helmets Used to Advantage—New System of Ventilation Will Be Installed at Once in Hallways.

The men confined in the mine are:

- John Augustine, 55, night foreman; married.
- Lester Jones, 25, driver; widower with two children.
- Frank Cskatti, 40, timberman; married, four children.
- George Supanich, 40, timberman; married.
- Frank Merrick, 25, machine runner.
- Louis Merrick, machine runner.
- Eli Devey, 35, miner; married.
- Frank Gotira, 26, miner; single.
- Nicholas Milkich, 30, miner; single.
- Louis Zuber, 28, miner; single.

Hope is entertained for the rescue of ten miners, who were trapped in the Leyden coal mine, 14 miles northwest of Denver, when No. 2 shaft was destroyed by fire, Wednesday night, as exclusively reported in The Republican. The first rescue party which entered the mine late last night hopes to reach the entrapped men this morning. It is believed that the men will be found alive.

Working under the direction of the government rescue crew, which reached Leyden at 7:10 o'clock last night, the first rescue party penetrated to the bottom of No. 1 shaft late last night.

Conditions found in the mine indicate that the miners will be found alive. The air is comparatively clear at the bottom of the shaft and as the rescuers are equipped with oxygen helmets they have thus far experienced no great danger and are sending very encouraging reports to the surface by means of a telephonic communication which has been established with the shaft bottom, 700 feet below the surface.

At midnight, when a rescue crew returned to the surface after two hours under ground, they reported that the fire was still burning near the bottom of the burned shaft. The men succeeded in penetrating 300 feet from the No. 1 shaft.

MINE FOREMAN SAYS CHANCES BRIGHT TO SAVE ALL OF MEN

"The chances are bright for bringing up the men alive."

This was the statement made at 10 o'clock last night by the mine foreman, W. M. Lowry, following reports from the first exploring party of four men who, wearing oxygen helmets, went to the bottom of the No. 1 shaft, 700 feet deep, at 9 o'clock, and reported that the air for 100 feet was very good. They saw considerable smoke. The indications are that the rescuers will not be able to reach the entrapped men before morning.

At 10 p. m. the first rescue gang went down, equipped to stay two hours. They carried with them a telephone instrument, which is to be fixed at the shaft bottom to establish communication with the surface. As the rescuers penetrate into the mine telephone lines will be extended.

Three telephones will be established with a helmet man at each instrument. At 11 o'clock last night the first telephone message was received from the bottom of the shaft, saying that the prospect was encouraging.

As soon as the helmet men have been able to penetrate several hundred feet, the miners will be sent down to arrange a new system of ventilation by building brattices. In this way air will be forced into the workings and will be kept even with the progress of the rescuers.

The United States mine rescue car left Trinidad at 9:30 yesterday morning and arrive at 7:10 last night. The car was in charge of J. C. Roberts and his crew of assistants. With the car came three helmet men of the C. F. & I. and four from the Victor American mine near Trinidad.

After two gangs of rescuers had been fitted with helmets and given 15 minutes instruction in their use the first rescue crew of four men in charge of P. Stangier, boss timberman, was sent to the bottom of the shaft. Before their descent a code of signals was arranged and the men given instructions that they must not stay below more than 15 minutes. The car descended at 9:05 p. m. and the men returned to the surface at 9:40. Until midnight a crowd of 200 miners remained near the mouth of the shaft.

J. C. Roberts, in charge of the government rescue crew, is in full charge of the rescue work. The work is being proceeded with as rapidly as possible, every step in the rescue work, however, being carefully prepared before it is taken.

From the favorable reports received from the rescue crew the anxious watchers at the shaft mouth felt hope revive. The general opinion is that the confined men took the right direction away from

Continued on Page Five.

... attempt at re-
sistance. She seemed then to be dazed
and unconscious of her acts.

Aged Wife Among Mourners.

There were other scenes no less harrowing during the night, while the fire raged. The sight of the flames seemed to rouse a killing fear in the breasts of those who had relatives among the ten lost. They crowded close to the pit, the women screaming frequently, but their screams were hardly more audible than the chirrupings of birds in a storm, because of the roar from the fire. The 65-year-old wife of John Augustine, the night foreman, was in almost the same condition as Mrs. Ciskatte.

as Mrs. Ciskatte. She also rushed toward the blaze and might have made it her funeral pyre had she not been seized and led back to her house. Some of the women and children stood about all night

and got off at Wolff street to remain for the night.

A pathetic and ironical incident was revealed in the story of Mrs. George Supauchet. Only a few weeks ago Supauchet, deciding that the life of a miner was too hazardous, gave up his occupation of miner at Central City, acquired a farm at Yoakum's crossing, northwest of Denver, and took work in the Leyden coal mines until such time as he could save a little money and start the spring plowing. He was destined never to know his new chosen vocation.

Eli Devey, who left a wife and child, went through four years of labor in the Pennsylvania coal mines without an accident, and had to come to Colorado before witnessing a mine disaster. Then it was as a principal. Lester Jones, a young American miner, came from Longmont to the Leyden mine only three months ago.

FIRE STARTED IN ENGINE ROOM, SAYS DALRYMPLE

State Inspector Thinks Cigarette or Lighted Match May Have Been Origin.

State Coal Mine Inspector James Dalrymple and F. A. Perry, purchasing agent and treasurer of the Leyden company, were unable to give an explanation of the fire.

"It may have been caused by some

fire. The room in which the fire started is the engine room, and there are no coal workings near it. The fire which was burning for about a year was cut off. There is always a little fire in lignite mines, but we had that portion of the mine in which it had been burning cut off and sealed up

HOPE OF SAVING TEN MEN IN LEYDEN MINE IS ALMOST GIVEN UP

Their Sole Chance Was to
Dash for the Fifth West
Partition.

THE 48 HOURS THEY COULD LIVE THERE
WITH BARRICADED DOORS NEARLY GONE

Suspense of Hundreds Around the Roped-In
Shaft Verges on the Unbearable as Signal
to the Rescuers Is Withheld.

(By HARRISON W. PHILLIPS.)

As the hour of noon approached today the suspense of the hundreds of watchers just outside the roped-off Shaft No. 1 of the Leyden mine became almost unbearable, for that was the hour fixed by Prof. J. C. Roberts of the government mine rescue car, and James Dalrymple, state mine inspector, who are directing the work of rescue, when an attempt would be made to penetrate into the southwest workings and bring out the ten men who are believed by a few optimists to be living, shut in a chamber containing enough air to support life forty-eight hours.

Those who profess this belief are sadly few in number. The majority of experienced miners and those conversant with mine conditions realize that the chances against the men being alive are too many. In order to save themselves at all they must, in the first place, have retained presence of mind sufficient to dash at once to the fifth west parting and close the steel doors at either end of the chamber there, cutting off the smoke and deadly gases. Occasionally, but not often, men brought suddenly face to face with a mine horror, groping around in darkness of the blackest, do not become panic-stricken and make their way to safety.

SUSPENSE UNBEARABLE

Prof. Roberts Refuses to Send
Rescue Parties Until Danger
Is Over.

(Continued From Page One.)

ing of the air that always makes rescue work in a coal mine disaster so perilous.

Lester Jones, 25 years old, who was a driver in the mine, is expected to be found first. He was working nearer the shaft than any of the others, and "Old Bob," the mule he was driving at the time of the explosion and fire, has been found dead at the entrance to the stables, which are about 300 feet from the shaft.

It is presumed that Jones, knowing of the fire, cut the traces that held "Old Bob" to the car and that the mule made his way to the stables. Jones probably retreated, but it is the opinion of the mine officials he could not have gone far.

**MINERS RECOGNIZE
MASTER MIND IN ROBERTS.**

Professor Roberts is working diligently. He has not stopped a moment since reaching the mine at 7:19 last night. The moment he arrived the actual work of rescue commenced and the miners of Leyden seemed to realize that a master mind had taken charge and there were nearly a hundred who volunteered for the rescue work.

P. Stangier, boss timberman, was the first to volunteer. He has a large family, but was determined to go down into the mine and help rescue his comrades, so Professor Roberts allowed him to form one of the first party that went down the shaft to meet the unknown conditions that existed at the bottom.

Besides Stangier, this party consisted of G. C. Davidson of the C. F. & I. rescue car; J. W. Thomas of the Victor car, and James Gilchrist of Leyden, who also had volunteered. The men had tried out the helmets above ground and a few moments after were lowered into the burning mine with instructions that they were to stay only fifteen minutes. It was exactly thirty-nine minutes from the time they left until they reappeared to the anxious watchers at the opening of the shaft.

**CONDITIONS BAD,
SAYS PROF. ROBERTS.**

"Bad, bad, very bad," said Professor Roberts after a star chamber session had been held in the office of the mine. "But if the men have gotten far enough away there may be a chance—there is a small chance."

None of the officials of the mine would speak of the conditions that the rescue party had found, but later parties brought up information that confirmed the first impressions of the government expert. Professor Roberts seemed to ignore the injunction given out by the mine officials and talked freely of the conditions below.

This morning State Mine Inspector Dalrymple and Mine Foreman Lowry appeared early at the shaft and started several more gangs working below. The force of bratticars was increased and when shaft No. 2 gave forth a vent that means much they all seemed to think that there was hope for the unfortunates below.

George C. McFarland, engineer at the burned power house of the mine, donned

(By W. R. COLLIER.)

In Leyden the miners are treated well, receive good pay, and those who live in the settlement enjoy the comforts of life. Their homes are a of the same type, the main bunch of houses being located at a distance of less than a quarter of a mile from the main shaft. A considerable number live in the city and take the electric car to their work. Good wages are paid to the foremen of the various departments.

A hustler at coal digging will average about \$3 a day, and the check handed one ordinary miner for the two weeks ending last pay day was \$65. Nearly all are English-speaking people—Irish, Scottish, Americans and Germans predominating—yet there is quite a proportion of Austrians, Bohemians and Slavs. Japs are not in evidence. Each man works and is checked up by the day. If he feels tired in the morning he can roll over when his alarm clock rings and go to sleep again. He can stay away if he doesn't want to work and nothing is thought of. He can come back the next day and get busy.

In the little houses in the settlement are happy families, none wanting bread, and cheerful children. Good health and good will prevail and seldom does there occur serious trouble. The Bohemians and Austrians are the money savers.

On a Sunday afternoon crowds of women and children may be seen out for a walk and all are well dressed. The young men and boys dress and conduct themselves as well as the youths of the city. Hard work and integrity is the motto of the community.

**TREES, GRASS AND
FLOWERS ARE MISSING.**

Three things are missing in Leyden—trees, grass and flowers. Low foothills on either side of the valley are bare of shrubbery, yet it would appear that trees and grass and flowers would thrive were water obtainable. There is a scarcity of water for irrigation purposes, and an irrigation ditch running around the town would be of immense advantage. There is a good school and the miners are ambitious to educate their children.

The sympathy among the women for the stricken families was expressed more in deeds than by words. The wives and

have met their fate shortly after the fire started."

**WOMAN WITH SEVEN
CHILDREN PITIABLE SIGHT.**

One of the most pitiful of the scenes incident to the disaster is a sight of Mrs. George Supanchis, with her seven little ones gathered about her skirts weeping silently at the entrance of the mine. Her husband was a timberman, and being at the farthest point probably may be saved.

But the wife and her brood reveal the terrible aspect of these disasters in its true light. It seems strange the manner in which these women of the mines accept the accidents and the deaths; but, as a miner said yesterday who has seen many: "They are born stoics. From the very cradle they are familiar with the sights you see here today. They live in a perpetual fear of that terrible 'something' that they see take away their brothers, fathers and sweethearts, and their faces tell the tale."

When a burst of flame came out of shaft No. 2 at five minutes before 8 o'clock this morning, following a big cave-in of the timbering lining the sides of the shaft, a false hope was raised in the breasts of the inexperienced watch-

children of the entombed miners were taken by their friends, housed and fed, and given to understand that they would not remain alone in their time of tribulation.

"I am in great trouble," said Mrs. Devey, wife of Eli Devey, one of the victims, "but then I have only one child. Some of the other women have many children."

Mrs. Devey carried a beautiful babe in her arms. She was white as a sheet, but still she remembered "the others."

The various groups that assembled about shaft house No. 1 all day Thursday were far from cheerful, but occasionally an animated discussion would take place.

Speaking of the "helmet men" one of the miners declared that some years ago he had assisted in a rescue.

"I wore one of them helmet for forty-eight hours in that mine," he said.

"You didn't do it," said one of his hearers. "In the first place, the helmets weigh sixty pounds, and in the second place they were invented only recently."

"Well, I did it, anyhow," declared the boaster.

"Well, they'll give you a chance to do it again as soon as the helmets get here," was the reply.

**SALOON CLOSED BY
OFFICERS OF THE COMPANY.**

Orders were issued early Thursday morning by officers of the company for the closing of the saloon. This institution receives much patronage, not only from the miners, but from farmers of the country surrounding. The bar is forty feet long and is located in a spacious structure on the hill opposite the boarding house and restaurant.

The move was considered a wise one and no serious objections were raised to it by the customers. Despondency had struck deep into the hearts of the miners whose friends were entombed, and it was feared some of them might indulge too heavily in drink. It was a time of emergency when clear heads were wanted. It was the first "dry" day in Leyden since the mine was opened.

For many hours before the breaking out of the fire it was observed that the mules were in a nervous condition. They appeared to be apprehensive of danger and performed their customary work with reluctance and fear.

The miners believe the animals had a premonition of danger and some of them remarked upon a similar state of affairs existing previous to other disasters.

**BULL TERRIER AT
OFFICE SCENTED DANGER.**

"And it's a sure thing," said Dr. Matt Root, "that the bull terrier that hangs around the office knew that something was coming off Wednesday. She was in and out from morning until night and didn't lie down for a minute as far as I could see. We remarked upon the shaky condition of the dog. She sniffed around the shaft houses, and ran here and there about the whole place and undoubtedly was worried."

For the test of the condition of the air in the remaining shaft it was necessary to secure some small animal, such as a mouse, a guinea pig, a cat or a rabbit. The miners who thrust their heads over the mouth of the shaft got whiffs of gas and from experience they were well aware of the danger attending a descent. But it was necessary to learn the strength of the gas; hence the experiments.

Coal Mine Inspector Dalrymple who, in case of accident, is required by law to assume charge of a property had

met early this morning and made a dash into the mine. He reached a point less than 500 feet away from the main shaft and said there was only a thin veil of smoke coming toward the shaft and was straggled along near the foot. He says the walls are cool and that the conditions which brought about the death of the mules does not now exist.

Another man connected with the mine volunteered the opinion that there was little chance for the entombed men. He made this statement shortly after he heard that the mules had been killed by gas.

"If that is the case," said he, "it is all off with the poor fellows below. They were caught like rats in a trap and could not have escaped the terrible gases. Five of the men were in a blind corridor, which had no air pipes, and they certainly must

ers about the wrecked mine. They jumped to the conclusion that this jet of fire from the ruined shaft meant that the fan had succeeded in forcing the air current through into that part of the mine, thus increasing the chances of saving the entombed miners.

Professor Roberts, Inspector Dalrymple and other experts, however, declared that this incident amounted to nothing. "It simply means that the fire is still burning at the bottom of shaft No. 2," they said, "and the crumbling of the supporting timbers has precipitated fresh fuel onto the blaze." The experienced workers about the mine incline strongly to the belief that the conflagration is not progressing far beyond its place of origin, which is seventy-five feet distant from the foot of shaft No. 2.

announced that the services of volunteers who wanted to take a chance and go into the shaft would not be required, as no more lives would be endangered in the mine if he could help it.

A search for an animal, a mouse preferred, then began. It was thought that a couple of mice could be captured in the office of the company. They were located, but escaped. The hunter closed the door of the telephone booth and got the mice into a corner. As he was about to seize them someone who didn't know what was going on opened the booth door and they escaped.

Then it was that the little white rabbit was sent for and in the meantime a small tin bucket was prepared. Holes were driven into it with a nail.

"A mouse would be better to send down," remarked a big fellow in the crowd that gathered about. "They're more for the purpose and a mouse is no good, anyhow."

There was a look of sympathy in the big man's eyes, and, in fact, there was a general wave of sympathy for the innocent looking bunny cuddled up in the bucket.

But the thing had to be done, and so a string was attached to the perforated bucket and the crowd walked to the opening of shaft No. 1 and the bucket was lowered a distance of six feet and suspended there for thirteen minutes.

There the little creature inhaled the pungent and deadly gases that arose and at the expiration of the thirteen minutes was brought forth again. The rabbit was about "all in," according to Dr. Matt Root, the company's surgeon, and soon thereafter a second test was decided upon. As the bucket

others, who had maintained an all-night vigil in the hope of learning definite news of the miners entrapped for nearly sixty hours in the black depths of the mine.

However, State Mine Inspector Dalrymple, who had accompanied the rescue party, announced that the brattice work had reached a point in the second southeast entry fifty feet from the steel door leading into the main south entry from the burning shaft, and that the return to the surface was for the purpose of allowing the men to recharge their oxygen helmets and for the officials in charge of the rescue work to decide upon a plan of action before proceeding into the entryway that leads to the section of the mine in which it is expected to find the imprisoned miners.

**HASTE IN RESCUE
WORK NO LONGER NECESSARY.**

It was only a comparatively few feet beyond this steel door that the dash by the helmet men to the fifth southwest entry, where the ten miners are believed to be entombed, was expected to be made. The fact that two full hours were spent by the state mine inspector and officials of the company in consultation with Dr. J. C. Roberts of the government rescue car, who was hurriedly roused from his bed, led to the belief that all hope of finding the men alive had been abandoned, and for this reason the necessity for speed in going ahead with the work of rescue no longer existed. This view of the situation was discredited by State Inspector Dalrymple, who stated that the rescue party, although it had not opened the steel door in the second southeast entry, had made their way through crosscuts to the rear of the door and there found the air in fairly good condition and the temperature of the steel door to be normal. He explained further that it was deemed advisable to extend the brattice work into the main south entry from shaft

MINE HEROES FAIL TO FIND MORE BODIES

Remains of Five Men
to Be Brought Up
Before Night.

LITTLE RAY OF HOPE

Canvas Torn From Old Brattice
Work by Men Fleeing
for Safety.

At fifteen minutes past noon today the crew of oxygen helmet rescue workers, which was sent into Leyden mine at 9:30 this morning to make another search for the bodies of Frank and Louis Merrick, Nick Milisich, Frank Goatria and Louis Zubker, came to the surface with the report that no bodies had been found. The men afforded a slight ray of hope to anxiously waiting relatives of the missing men when they said they had found at a point about 3,500 feet from the bottom of the main shaft

Maps

Not

Scanned