



Correspondence

Starkville Mine

October 10, 1910.

PERSONAL ATTENTION OF MR. WILSON.

Engineer in Charge,
Bureau of Mines,
Pittsburgh, Pa.

Dear Sir:-

I wired you yesterday (Sunday) as follows:

"Today's papers report mine accident Starkville
seven miles south of Trinidad, Colo., fifty to
hundred men in mine."

This morning I received notice from the Western Union
office that they were unable to locate you at Sewickley, which was
the only address I had at which I thought a telegram would reach
you Sunday. In this connection I have to ask that you will furnish
this office with your house address so as to meet such an
emergency.

It is desirable that the Washington and Pittsburgh offices
should be promptly notified of all mine accidents. This office
receives such notices from the Associated Press and I believe the
same is true at Pittsburgh. I would like to be informed as to the
custom of the mining engineers in advising the Washington and
Pittsburgh offices when accidents occur in the area under their
supervision. For example, in the case of this accident near Trinidad,
if the engineer in whose territory this accident had wired both
Washington and Pittsburgh of the accident, also what he proposed to
do, there would have been several purposes accomplished, and the

10/10/10

Engineer in Charge -2-

unnecessary telegraphing would have been avoided.

I think some method should be devised to meet the above needs, and therefore ask that you will draft a set of instructions for the Director's signature covering these suggestions, providing plans have not already been made to cover them.

I am making these suggestions in order to avoid duplication, the sending of unnecessary messages, and to provide prompt action in case of disasters.

In going over the correspondence with the Associated Press, I find that the general manager has instructed the Associated Press at Washington, Pittsburgh and Knoxville to notify this office in the event of a serious explosion. The statement made by the manager as to the effect that mine explosions are infrequent, and such orders often fall into disuse under such conditions and he was not certain their people could be relied upon under all circumstances. The Washington office of the Associated Press was instructed to advise the Bureau of Mines in Washington so it could in turn advise the engineer at the city where the relief men are stationed.

I was not informed by the Associated Press of the Starkville accident, and will them today calling attention to this fact.

Yours very truly,

'Signed' Van H. Manning.

Chief Clerk.

Pittsburgh, Pa., October 13, 1910.

Chief Clerk,

Bureau of Mines.

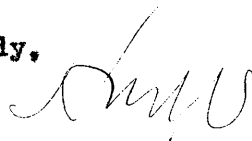
Dear Sir:-

The following is copy of telegram just received from Mr. Rice:

"Western papers give Washington dispatch that we are going with car to Starkville. Welborn, President Colo. Fuel property states don't see how we can do more than his men who are equipped with apparatus. Such dispatches unfortunate."

I entirely agree with Mr. Rice that any such dispatch as this emanating from Washington is unfortunate, as it will create a bad impression among the mine operators. As you know, we have ~~no~~ car available to go to Starkville nor have we any mine rescue men available to go to Starkville, and as per my recent report, I was well aware that the Colorado Fuel Co. was fully equipped with rescue apparatus and men trained in its use. As my report further stated, the only thing that Messrs. Rice and Wolflin can do at Trinidad will be to make an investigation as to the results of the disaster after the mine is opened, and with a view to possibly discovering the causes.

Yours very truly,



Engineer in Charge.



COPY

October 14, 1910.

Engineer in Charge,
Bureau of Mines,
Pittsburgh, Pa.

Dear Sir:-

Replying to your letter of October 13th regarding the comment of Mr. Rice on the information emanating from Washington:

Mr. Rice is in error in his belief that the Washington Office instigated any such dispatch. Your telegram as follows:

"Oct. 10th.

"Will keep you in touch with situation Starkville disaster. Roberts at Trinidad Rice and Wolfen leave Seattle today enroute Starkville to investigate Colorado Fuel and Iron Co. fully equipped with rescue apparatus car and men trained in rescue and first aid work."

was handed by Mr. Cochrane to the Managing Editor of the Associated Press, Washington, D.C., and I presume that the information sent out by the press was identical with your message. It was understood by me and Mr. Cochrane that the Colorado Fuel & Iron Company were fully equipped with rescue apparatus car and men trained in rescue and first aid work, further that Roberts was at Trinidad, and Rice and Wolfen were en route from Seattle to Starkville.

You will note that your telegram, without the punctuation (and it is identical with the message received from the Postal Telegraph Co.) might be construed two ways: first, that Rice and Wolfen were leaving Seattle to investigate the Colorado Fuel and Iron Company fully equipped with mine rescue apparatus car, etc., and second, that the employees of the Bureau of Mines went to investigate the cause of the accident, and the Colorado Fuel and Iron Company were fully

equipped with rescue apparatus cat, etc. There was no misunderstanding at this end.

I am informed by Mr. Cochrane that he explicitly told the Associated Press that Rice and Wolfen were going to Starkville to investigate the matter, and not to take any part in the rescue work. It was appreciated by Mr. Cochrane, that, three days having transpired since the accident, it was too late for the Bureau of Mines to participate in the rescue work.

In the future, all telegrams of importance should be explicit enough to avoid any ambiguity, even at the expense of additional words. For example, if in your telegram, you had stated: "Rice and Wolfen leave Seattle today en route Starkville to investigate disaster," there would have been no chance for mistake on the part of the press, if they made the mistake.

Yours very truly,

'Signed' Van H. Mannin,
Chief Clerk.

Pittsburgh, Pa., April 28, 1922.

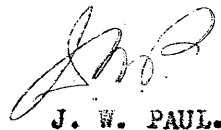
SUBJECT: Starkville Mine Explosion -
Colorado - Oct. 8, 1910.

Chief Mining Engineer:

If Washington Office has a copy of a report made on the explosion of the Starkville Mine in Colorado, October 8, 1910, in which 56 lives were lost, it will be appreciated if you will send a copy to Pittsburgh, since our files do not have a copy of this report.

My recollection is that the mine was visited immediately after the explosion by J. C. Roberts, but I am not sure if a regular report was ever made covering the details of the investigation.

Very truly yours,



J. W. PAUL.

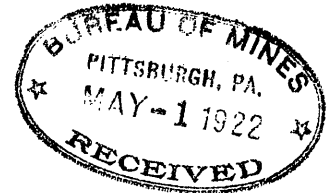
DEPARTMENT OF THE INTERIOR

BUREAU OF MINES

WASHINGTON April 29, 1922.

Mr. J. W. Paul,

Pittsburgh Station.



My dear Mr. Paul:

In response to your letter of April 28th, asking for copy of a report made on the explosion of the Starkville Mine in Colorado, October 8, 1910, in which 56 lives were lost:

There is no record in the Washington files as to a report having been made on this explosion. Enclosed is the file regarding the matter. You can copy and make notes from it, and return the file to Washington when you finish with it.

Very truly yours,

Geo. S. Rice,
Chief Mining Engineer,

by


G. L. Colburn.

Incl. 80739

Pittsburgh, Pa. May 5, 1922.

SUBJECT: STARKVILLE Mine Explosion
October 8, 1910.

Chief Mining Engineer:

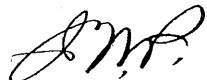
Attached to your letter of April 29 was the Washington file of the Colorado Fuel and Iron Company regarding the explosion that occurred in the Starkville Mine October 8, 1910.

Your file has answered its purpose in Pittsburgh, and is hereby returned.

It is to be regretted that no complete report of this explosion was ever made, although it appears the mine was visited by Messrs. Rice and Wolfen.

At the time of this explosion I was in Europe and knew nothing of its occurrence until after my return.

Very truly yours,



J. W. PAUL.

cc Von Bernewitz:

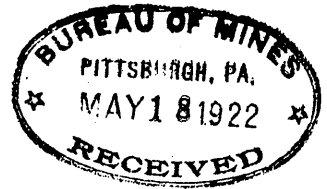
Attached hereto is a copy of Washington File which we will keep for our Pittsburgh Files.

J.W.P.

DEPARTMENT OF THE INTERIOR

BUREAU OF MINES

WASHINGTON May 17, 1922.



Mr. Paul:

SUBJECT: Starkville Mine
Explosion Oct. 8, 1910.

I was very much amazed at the situation in files regarding the Starkville mine explosion as disclosed by your letter of May 5. Since its receipt I have been after the file clerks here to try to locate what additional material there was concerning the explosion but to no avail. Have you had the matter looked up at Pittsburgh?

I made, as you state, the investigation but I do not recall that Wolflin went with me. I think he was detailed somewhere else. J.C. Roberts, however, came before I left Starkville, and as he had ^{had} no previous experience in explosions, I explained our methods of investigation to him.

I made a very thorough investigation in the matter and have constantly had occasion to refer to this explosion. I am positive that a preliminary report was made up and I thought that a final report was made and there was sure to be a lot of correspondence in connection with the matter. I wish that you would have a thorough search made and meantime I will try to find my original note book and if a report is not in files I will at least make one up from my notes.

The case was one of the most interesting that I have ever had occasion to investigate and I hope that you may at least be able to find the marked copies of the Starkville mine maps which I used in the investigation. As I have indicated, I am not satisfied that there were not reports and letters which were submitted through Dr. Holmes to the Colorado Fuel and Iron Co. who operated the Starkville mine. You may recall that at one time years previously I had been employed by this company and had had more or less consulting work in connection with the Santa Fe RR. which owned the mine and leased it to the C.F. & I. Co., so I had special reason for preparing a report.

Please advise about this as soon as possible.

Geo. S. Rice.

JWP/AB

Pittsburgh, Pa. May 24, 1922.

Mr. George S. Rice,
Bureau of Mines,
Washington, D.C.

SUBJECT: Starkville Mine Explosion,
October 8th, 1910.

Dear Mr. Rice:

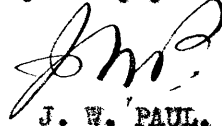
In reply to your letter of May 17th regarding notes and data on the Starkville mine explosion of October 8th, 1910, the files in Pittsburgh have been searched and all that they have shown consists of a blueprint map of the mine and a line map sketch by yourself, an analysis of road dust taken by yourself, and letter by Mr. Wolflin, and in the early part of 1911 some samples of coal secured by J.C. Roberts.

I am enclosing herewith the blueprint of the map and your line sketch.

I have also looked over a large number of note books and have been unable to find any copy of yours. There is nothing in our file to show that there was a copy of the original preliminary report or a complete report on the explosion sent to the Colorado Fuel and Iron Company.

I hope you will be able to find your notes in Washington.

Very truly yours,



J. W. PAUL.

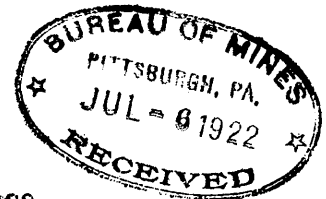
Incl. No. 59203.

DEPARTMENT OF THE INTERIOR

BUREAU OF MINES

WASHINGTON

July 5, 1922.



Mr. Paul:

SUBJECT: Starkville Mine
Explosion, Oct. 8, 1910.

With reference to your letter of May 24:

We have been unable as yet to locate a report on this explosion, in this office. As I previously stated to you I am positive I made some sort of statement and ~~formal~~ report, but as I was in the field, it may have taken the form of a handwritten report to Dr. Holmes. I have fortunately been able to locate my notes and the Deputy State Inspector's report was a very correct one, that is, in my opinion. I recall that upon reviewing his report that it was essentially in accordance with my ideas. Working from these two sources and a sketch map I will prepare a report, as I think it deals with one of the most interesting explosions that I ever investigated. There was no question about the origin, but it demonstrated in a classic manner the non-~~inflammability~~ of the direction of the ventilating currents which at the time were thought to be so important, and about which I had arguments with the inspectors on the ground and it was demonstrated that a coal dust explosion would go inbye as well as outbye.

effect on an explosion

Therefore, please hold a place in the manuscript, on which I believe Mr. von Bernowitz is working, for this case. I hope to send the report to you within a week.

One of the things which makes me feel so sure that I made a report is that I had had so much to do with the Starkville Mine, prior to my connection with the Bureau, when I acted as consulting engineer of the Santa Fe Railroad which owned the mine, and it was operated by the Colorado Fuel and Iron Company with whose officials I had close acquaintance, having been previously connected with that company. It is possible that they may have a copy of my report, but I rather hate to ask at this late date. If anything further has been disclosed in the Pittsburgh files, please advise.

Very truly yours,

Geo. S. Rice

Geo. S. Rice.

P. S. G. C. Roberts was at the mine when I arrived but that was his first explosion experience, and so it was largely a case of instruction for him. Wolfen came with me from Seattle and we worked together in the investigation generally accompanied, if I recall correctly, by deputy inspector Oberding.

This report was written up by J. M. Lane



Telegraph

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INCORPORATED
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This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at

20 Collect

11 Trinidad Colo Oct 17 - 10

Wilson, Government Sta.
Account Starbville explosion
Cannot leave until nineteenth
reach Pgh 22nd.

Thos Tweedale

NIGHT MESSAGE THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA.

INCORPORATED

CABLE SERVICE TO ALL THE WORLD

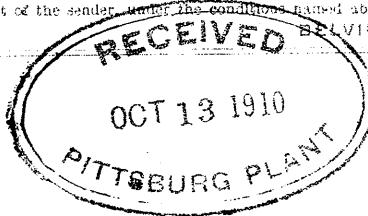
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This is an UNREPEATED NIGHT MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT



G.L. 916-0

240 Ch. Lh. 44 Nite GOVT.

Pocatello, Idaho, Oct. 12-10.

Wilson,

Bureau of Mines,

Pittsburg, Pa.

Western papers give Washington dispatch that we are going with car to Starkville. Welborn president Colo. Fuel property states dont see how we can do more than his men who are equipped with apparatus such dispatches unfortunate.

Rice.

9:11 p.m.

POSTAL TELEGRAPH - COMMERCIAL CABLES

DELIVERY NO.

CLARENCE H. MACKAY, PRESIDENT.

TELEGRAM

RECEIVED AT

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DESIGN PATENT APPLIED FOR.

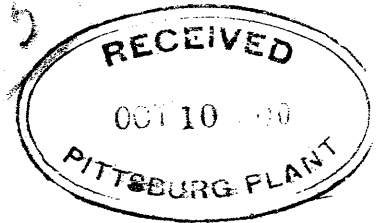
3G

J Js 36

Govt rate

Washington D C Oct 10

1910



Wilson Bureau of Mines Pgh Pa

Wired you sunday morning Sewiekley Regarding Newspaper report Mine
accident on eighth Starkville Near Trinidad Colorad fifty to one
hundred men in mine message returned unable to locate you

Manning.

9 55 AM.

POSTAL TELEGRAPH - COMMERCIAL CABLES

DELIVERY NO.

CLARENCE H. MACKAY, PRESIDENT.

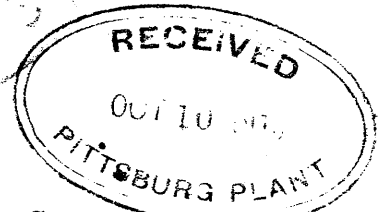
TELEGRAM

RECEIVED AT

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

DESIGN PATENT APPLIED FOR.

RR13G Kt Js 76 Govt
Washington D C Oct 10th 1910
Bureau of Mines Pgh Pa



Associated Press informs State Mine Inspector Jones Stated this morning Portable fan in West Slope of Mine starkville Colorado where accident occurred Saturday was working also fan in endreville Mine latter drawing out bad air through their property. Expects to reach entombed men by noon. Earlier Bulletin stated fifty or more miners still entombed associated Press requests information of action taken by bureau of mines. Keep this office promptly informed.

Manning.

2 25 PM.

Form No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED
23,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

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This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

NUMBER	SENT BY	REC'D BY	CHECK
8.	LE	HS	29. Govt. Rate

RECEIVED at 1222 P. Sep. 9. 1900

Dated Washington DC 9.

To H. M. Wilson

Bureau of Mines -

Today's papers report Mine accident Starkville
Seven miles south Trinidad Colo fifty to one
hundred men in mine.

Manning Bureau of Mines

POSTAL TELEGRAPH

H. M. Wilson,

Engineer in Charge.

Pittsburg, Pa., October 10

O.

Rice, Bureau of Mines, Seattle, Washington.

Roberts is at Trinidad. Wire him if want to meet
him there.

Wilson.

Ham

POSTAL TELEGRAPH

434

H. M. Wilson,

Engineer in Charge.

Pittsburg, Pa., October 10

O.

Roberts, Bureau of Mines, Trinidad, Colorado.

Keep me fully informed condition of progress Stark-
ville disaster. Rice and Wolflin enroute from Seattle to Trinidad
to investigate.

Wilson.

Ans.

POSTAL TELEGRAPH

H. M. Wilson,

Engineer in Charge.

Pittsburg, Penna., October 10

0.

~~Re~~ Bureau of Mines, Washington, D. C.

Will keep in touch with situation Starkville disaster. Roberts at Trinidad. Rice and Wolflin leave Seattle today enroute Starkville to investigate. Colorado Fuel & Iron Company fully equipped with rescue apparatus, car, and men trained in rescue and first aid work.

Wilson.

M.A.

10.31

POSTAL TELEGRAPH

H. M. Wilson,

Engineer in Charge.

Pittsburg, Penna., November 8

O.

Bureau of Mines, Washington, D. C.

Rutledge reports Yolande explosion
local, not accessible account falls. Bodies all out.
Rutledge returns here immediately.

Wilson.

MR. RICH

from



Newspaper Accounts

Explosion^{Oct 10 - 1910} Entombs 52 Miners

Rescuers Are Driven Back by
Black Damp in Colorado
Company's Property.

IN A GASEOUS STOPE

Work of Rescue Is Dis-
couraging, but Is Continued
Throughout the Night.

[By Associated Press to The Dispatch.]

STARKVILLE, Col., Oct. 9.—Entombed by an explosion in the Starkville mine of the Colorado Fuel and Iron Company, at least 52 men are the objects of heroic efforts of rescuers, who worked throughout today and tonight trying to penetrate the depths of the mine in the hope that some or probably all of the imprisoned miners might be rescued.

The presence of black damp made the work of rescuers extremely hazardous, and repeatedly today members of parties were overcome, necessitating retreating to the open air.

Late this afternoon those superintending the work of rescue decided that none should enter the mine until a portable fan was installed. The fan reached the portal of the mine at 4 o'clock, and under the supervision of the chief electrician of the company, was mounted upon an electric motor car and gradually pushed forward into the new stope, working as it went, driving the gas ahead and, as it was hoped, to an air shaft thousands of feet inside the mine, where it might escape into the open air.

From Sick Bed to Rescue.

A feature of the rescue work was the devotion to duty of James Wilson, superintendent of the Starkville mine, who left a sick bed to lead the men who volunteered to face the deadly black damp that their entrapped comrades should be found. Superintendent Wilson finally succumbed to the exertion and the insidious gases and was forced to take to his bed again.

According to a statement given out by

Continued on Second Page.

EXPLOSION ENTOMBS FIFTY-TWO MINERS

Continued From First Page.

the coroner, there are known to be in the mine 28 Poles, 3 Russians, 10 Americans, 4 Mexicans and 1 Servian. These nationalities represented in the list of the entombed were classified after a house to house canvass of the camp, made by men well acquainted with the inhabitants.

There are some who are more or less familiar with the working conditions at the Starkville mine who express the belief that the total number estimated by the coroner is too conservative. They state that when the list is completed it will number nearer 80.

Rescuers Are Overcome.

Experienced miners were sent into the Engleville mine, which adjoins the Starkville property, to dig through the masonry wall built to separate the mines when the workings ran together several months ago. At 6 o'clock word reached the camp proper that a two-inch hole had been bored through the wall and a test of the air showed it to be surprisingly good. Orders were immediately given to enlarge the opening, and if the air was found to be pure the men were to go on through and proceed along the cuts of the Starkville mine as far as safety permitted.

This information was followed by news that the men who were installing the portable fan had been overcome and barely escaped to the entrance with their lives. They had penetrated 400 feet when they were suddenly enveloped in black damp. The helmet men, better able to cope with the afterdamp, assisted the unprotected men out of the mine and resuscitated them.

The explosion practically destroyed the east or old stope of the Starkville mine. Its origin is a mystery. The mine has been classed as non-gaseous, and safety lamps were not believed to be necessary. It is also "pick" mine, no shot firing being allowed.

Although seemingly everything in the range of human effort was done all today and tonight to rescue the imprisoned men, difficulty of overcoming the spread of the afterdamp told plainly on the temper of the rescuers, who were discouraged but continued at work.

Oct 11 - 1910

Starkville Mine *Holds Its Dead*

Rescuers Driven Back by
Firedamp to Waiting Rel-
atives; Fan Runs

1910

[By Associated Press to The Dispatch.]

STARKVILLE, Colo., Oct. 10.—As darkness settled tonight over the entrance to the Starkville mine the hope that some of the fifty or more men entombed there would be found alive grew faint, and gloom settled again over the silent crowd.

After a day of hard work in the face of constant peril, the rescue party penetrated the mine nearly 12,000 feet and within 900 feet of the men imprisoned nearest the main entrance.

Instead of finding the mine clean of debris and afterdamp at this point the workings were found to be wrecked and poisonous gases were again encountered.

It was decided to retreat to the open, leaving the portable fan going until the interior of the mine was cleared of the afterdamp.

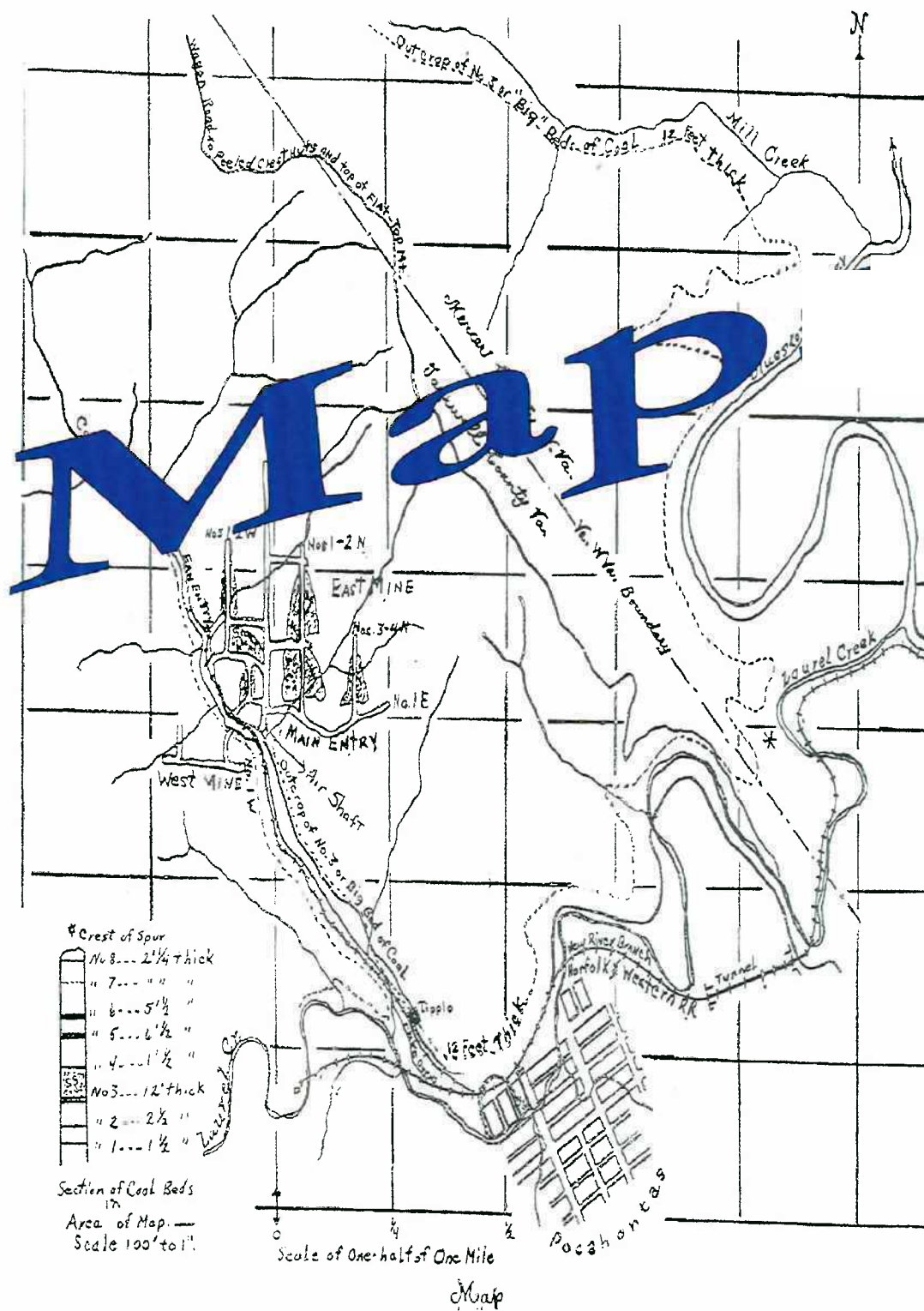
All day long the hills facing the mine were covered with women and children waiting for news of the entombed men. As the rescue party told that no bodies could be found for some time, the mothers gathered their little ones and settled to wait and watch through the night.

NEGLIGENCE SAID TO BE HORROR'S CAUSE

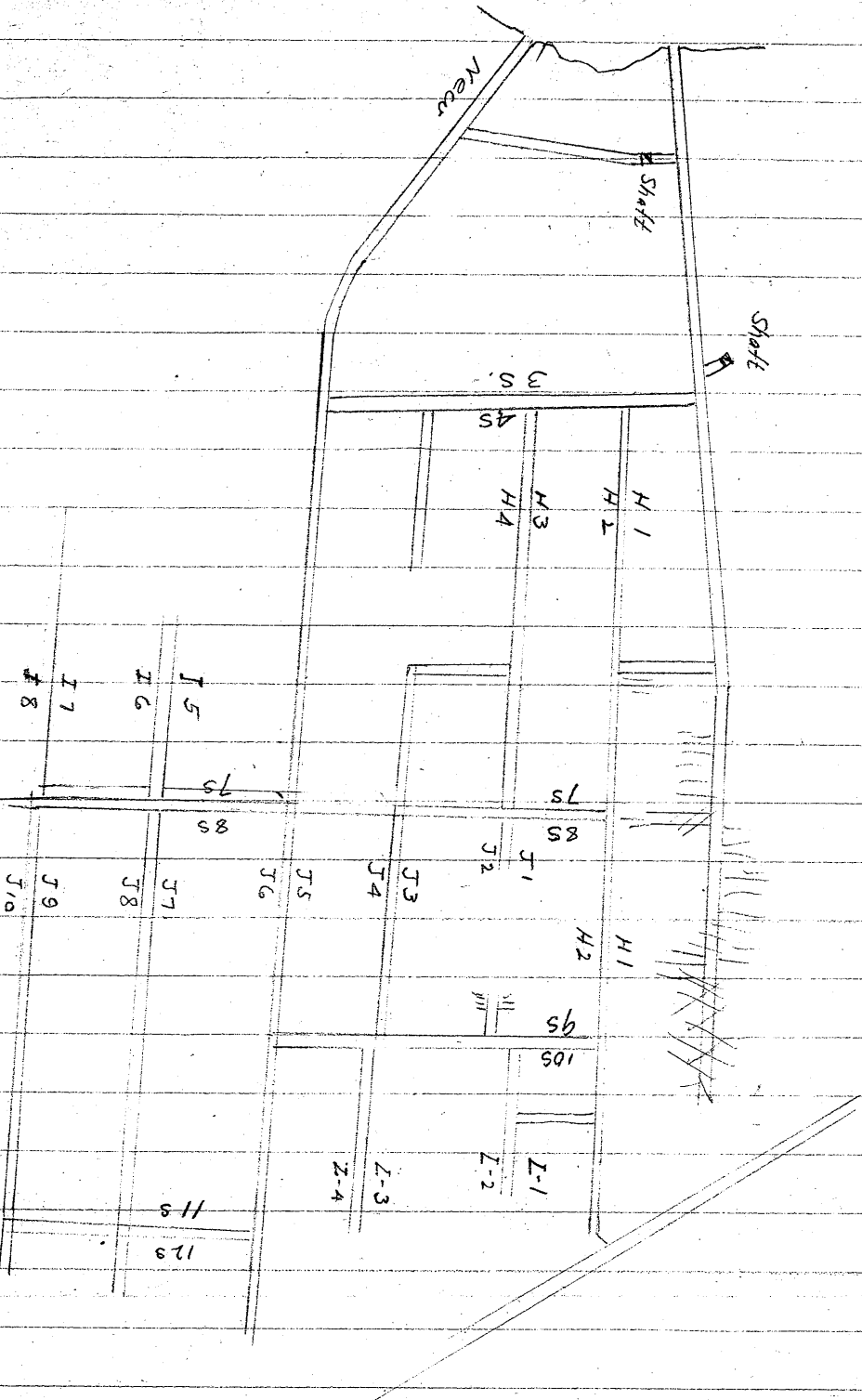
Trinidad, Col., December 1.—The explosion on October 8, in the Starkville mine of the Colorado Fuel and Iron Co., in which 56 men were killed, "would not and could not have occurred had the mine been properly sprinkled and cleaned," according to the verdict of a coroner's jury which completed its investigation today.

Gross negligence in not keeping the mine properly damp, in violation of the laws, is charged.

The cause of the disaster, in the opinion of the jury, was an explosion of dust ignited from a short circuit of overhead trolley wires.



Line sketch
 STARKVILLE MINE
 EN 104- Oct. 8, 1910.



Copied from Mr. Rice's sketch by Arthur May, 1927.

The Nebraska State Journal, Lincoln, NE
11 Oct 1910

**NOT MUCH HOPE LEFT
ENTOMBED MINERS IN COLORADO HOPELESSLY WALLED IN.
GLOOM SETTLES AROUND PIT
NOTHING BRIGHT IN TIDINGS OF THE RESCUE PARTY.**

**Nine Hundred Feet Nearest Point Reached to
Imprisoned Men- Poisonous Gases Found by Searchers.**

STARKVILLE, Col., Oct. 10. – As darkness settled tonight over the entrance to the Starkville mine, the hope that had buoyed up the watchers at the pit mouth through out the day that some of the fifty or more men entombed there would be found alive grew faint and gloom settles again over the silent crowd. This morning the experts at the head of the rescue party were confident that some of the men walled in by Saturday night's explosion were alive. They believed the portable fan forcing pure air into the workings would keep the men alive, until they could be reached, but as the day rescue party stumbled slowly out of the slope tonight one glance at their faces told the watchers that hope was almost vain.

Get Within 900 Feet

After a day of hard work in the face of constant peril, the rescue party penetrated the mine working nearly 12,000 feet, or within 9—feet of the men imprisoned nearest the main entrance, instead of finding the mine clear of debris and afterdamp at this point, the workings were found be badly wrecked, and poisonous gases were again encountered. The leaders would not consent to the rescuers going further until sufficient fresh air had been fanned into the mine to insure safety. It was decided to retreat to the open, leaving the portable fan going until the interior of the mine was cleared of the deadly afterdamp.

Throughout the day the rescue party pushed forward with extreme care, lest it should be suddenly overwhelmed by bad air.

After passing the principal crosscut which connects the old and new slopes, and which was used as the main haulageway [sic], the party came upon cave-ins, plainly indicating the coarse of the explosion. Ten thousand feet from the entrance, the place where a fan had been operated before the explosion was badly damaged. The fan was torn to pieces and scattered hundreds of feet. The 1,200 pound motor had been thrown fifty feet from its bed. The party was compelled to stop and make repairs. Brattices were erected and in the meantime a dog which had accompanied the party wandered aimlessly ahead. It was found later laying stretched upon the floor overcome by afterdamp.

Evidence of Afterdamp

When the rescue party renewed its journey inward it branched off for a short distance, and then took a southerly coarse toward the spot where the pickmen were supposed to have been working Saturday. The dog's experience proved valuable, and reconnoitering parties were selected from the main party and sent ahead to test the air. Those scouting parties reported that afterdamp was notable in all the short cuts and also in the main slope. General Manager Weitzel

was given this information by portable telephone and ordered the men out of the mine until the air could be improved.

While the night shift was waiting to be sent inside the mine a gang was put to work installing a blower at the mouth of the air shaft to prevent the sudden stoppage of air supply by the failure of the portable fan. Several times during the day this fan stopped working but was speedily repaired. All day long the hills facing the mine were dotted with groups of women and children waiting for news of the entombed men.

As the silent nods of the rescue party told that no bodies were expected to be found until late tonight the mothers gathered their little ones and settled to wait and watch through the night. State Mine Inspector Jones was the last of the rescuers to come out. He said that he felt sure the rescuers would come upon bodies tonight.

Claims Men Can be Alive

It is known that at least eleven men in the mine when the explosion occurred Saturday night are at least a mile from the first cross-cut through which the bad air in the Starkville mine is supposed to be floating into her sister mine on the opposite side of the hill.

“Without any stretch of the imagination,” said Inspector Jones today, “these men could be alive and perfectly safe unless a cave-in crushed out their lives, of the black damp had reached them while fans were being set up.”

Desperate dashes in the face of death gave way to more effective and infinitely less dangerous methods of rescue work today. As an indication of the thoroughness with which the rescue work was progressing, the stringing of a telephone wire was promptly begun as soon as equipment arrived. The builders soon had caught up with the rescue party and District Superintendent James Thompson of the Colorado Fuel and Iron company, in charge of rescue work for the company, telephoned out the glad tidings that all was well with the rescue party and that ground was being covered rapidly.

A record of the list of employees at the Starkville mines adds four names to the list of missing. These make a total of fifty-five missing, according to the list of the company.

Word came out of the mouth of the mine at midnight that the portable fan near the entrance to the east slope, or short-cut of the mine, was working with precision, and the deadly afterdamp which threatened the lives of the rescuers and drove them from the slope yesterday had been scattered away from the fan, and the belief was expressed that the interior would be gradually relieved of this menace.

Renewed Efforts to Find Men.

Today renewed efforts to reach the entombed men were inaugurated, part of the plan being, it was announced to find a path to where they are believed to be huddled together, in death, or perhaps, if still alive, enclosed in a small space selected by themselves and quickly shut off by them, when the explosion came to protect themselves from the black damp, which invariably follows explosions in coal mines. The later hypothesis is based, of course, upon the probability that the men were not instantly killed by the explosion, or suffocated afterwards by deadly gases.

Every plan that the ingenuity of experts can summon is being put into use to penetrate the black depths of the mine and reach the imprisoned men, who have been mourned as dead for twenty-four hours.

David Obosh, one of the oldest Starkville miners in point of service, astonished his friends by appearing in camp last night uninjured. According to Obosh's own story it was by the merest chance that he escaped the calamity that overwhelmed the mine last Saturday night. Four

[sic] fourteen years Obosh has been employed at Starkville and for the last six months he has not missed a shift.

Saturday night he went to Trinidad with a party of friends. Before the hour of the explosion Obosh had become so saturated with conviviality that he sought seclusion and slept in an unaccustomed retreat, and it was not until late last night that he returned to Starkville and his accustomed haunts.

A pitiable case is the probable death of Francis Goggins, the only support of a twice widowed mother. The aged woman is the mother of fourteen children. Her first husband was killed at Grey Creek eleven years ago and the second met death at Starkville, two years ago. Only one son, too young to work, and three daughters survive.

Mrs. John Childs, an aged woman and her daughter-in-law, Mrs. C. Childs, aided an emergency boarding house close to the mine portal. The elder child, an old time engineer, has remained near the mine since the explosion and is frequently consulted by officials and men engaged in rescue work

Pathetic Incident Brought Out.

A pathetic incident came to light today when a message sent to the wife and children of Anton Lysczarz in Poland that he had probably been killed in the explosion. Mrs. Lysczarz was on the point of starting to America to join her husband. Three months ago, after countless discouragements, Lysczarz had got together enough money to pay her passage. He was badly injured in another accident and his was compelled to sell the ticket to secure medical attention. The passage money was sent to Poland a second time but a few days ago.

One of the few watchers allowed within the lines about the pit mouth was Jack Greet, a white-haired old man, whose son, Frank, is among the missing. Frank Greet came to Starkville a few days ago to care for his father, and was in charge of one of the electric coal trains. He had taken his train into the main slope but a few seconds before the explosion, and his father pleases to be allowed to search the main slope for his son's body. Moved by his distress, State Mine Inspector Jones late last night ventured among the wreckage of the main slope. In a moment Jones reappeared and told the old man that any attempt to reach his son from that direction was hopeless. Greet walked slowly back to the timbers, where he has kept vigil since the explosion. All efforts to induce him to go home were fruitless, and he was allowed to remaining within the lines.

Scenes at Mine

Frank Greet, 19 years of age, who is among the missing, was employed as a motor driver. His duty was to operate the motor which drew trains of coal cars out of the haulage way. When his aged father, Frank Greet, learned of the explosion, he hastened to the mine a mile and a half away from his home, and he started to enter the slope to search for his son.

He was stopped by a guard who explained that he could not possibly get in and out. "Let me go," he cried, as tears ran down his wrinkled face. "I know where my son is, and I will bring him out. He is not far in the mine and must be alive. Please let me go."

He was led away weeping.

A polish woman, whose husband is among the missing, called at the home of Superintendent Wilson and bewailed her loss in broken English to the wife of the superintendent.

"My man is gone, I kill myself," she screamed and drew a revolver from the folds of her dress. "I will fight and it will kill my children."

Mr. Wilson detained her and she explained that she had children and she had no food. Mrs. Wilson prepared a basket of food and sent the woman to her home.

The list of 51 is missing prepared by the man who canv [illegible] the camp today is:

John Keimle, Pole, 31

Gregory Desialmola Russian, 28

Felice Portu (no data)

Top Upperdine, American, 34, wife and two children

Albert Hay, Pole, 25, single

Baronofsky, Pole, 22, single

Josa Zapransky, Pole, 28; wife and three children

Joe Fratansky, Pole, 40, wife and four children

Frank Frankl, Pole; wife

John Graftie, Pole, single

Nicoli Eurouzski, Pole, wife and three children

Joe Tebrowitski, Pole, 35; wife and three children

Francois Goggins, American, 16

Emil Harowath, Servian, 31: wife and one child

Joe Yeorwich, Servian, single

Frank Kleml, Pole, 19, single

John Chuse, Pole, 37, wife and three children

Antone Maiacone, Italian, 24, wife and one child

Guigo Giacomo, Italian, 24, wife and two children

Vit Nezlo, Pole, 38, wife and three children

Tony Voscher, Pole, 35, wife and three children

Louis, Pole, 37, wife and two children

John Lebinsky, Pole, 21, single

Jim Zimpah, Pole, 22, married

Pete Vianco, Pole, 32, wife and two children

Mike Korvoric, Pole, 34, wife and four children

Lawrence Kohara, Pole, 50, wife and six children

Frank Ueachle, Pole, 27, single

John Tobias, Pole, 31, wife and three children

John Mehora, Pole, 45, wife and three children
Rudolph Kempeny, Pole, 22, single
Rudolph Pottasic, Pole, 29, wife and three children
Luke Upperdine, American, 50, wife and five children
Frank Brock, Pole, 37, single
Paul Tusnic, Pole, 40, single
Henry Lenon, colored, 31, married
Fred Seppe, American, 35, single
Umberto Sante Cruz, Italian, single
Savior Santacruz, Italian, 23, single
Esquala Gallegos, Mexican, 40, single
Clario Lopez, Mexican, single
Alexander Gallegos, Mexican, 19, single
Anton Malacome, Italian, 37, wife
Giulermo Baldosari, Italian, 25, married
Stephano Mussatt, Italian, wife and three children
Joe Selano, Italian, 24, single
John Fanoro, Italian, 20, single
Tom Tomozino, Italian, 35, wife and three children
Wilbur Headquist, American, 20, single.