

ALL PROBABLY DROWNED

LITTLE HOPE OF SAVING ANY OF THE MINERS IN THE TWIN SHAFT.

The Work of Attempted Rescue Being Prosecuted Under Dangerous Circumstances—Everything Being Done to Reach the Section of the Mine Where the Men Were When the Disaster Occurred—A Searching Investigation to be Made.

PITTSBURGH, Penn., June 29.—There is little probability that any of the miners who were entombed yesterday by the cave-in at the Twin Shaft of the Newton Coal Company will come out of the pit alive. The prevailing opinion is that all of them already are dead. Nevertheless, the company is doing everything possible to reach the part of the mine where the men were working when the accident took place.

It may not be said, however, that the work of exploration is progressing satisfactorily. The searchers are encountering difficulties and dangers which threaten to prolong their undertaking to such an extent that even if any of the entombed men are alive now it will be impossible to reach them in time to save their lives.

The friends and relatives of the entombed men haunt day and night the head of the shaft, hoping against hope that some of the rescuing party may bring up a word of cheer. But as one gang after another reaches the surface and answers the eager questions with only a sad shake of the head, hope dies out again and despair appears in the countenances of the unhappy ones.

The rescuing party that went into the shaft this morning returned at 6 o'clock this evening, and, as they jumped from the carriage, the foreman was heard to say: "No hope of rescue as yet."

Later on it was learned that the situation inside is changing almost hourly, owing to the continuous caving or "squeezing," and on this account nothing whatever can be told as to when the men can be reached.

The rescuing party to-night are working their way to the point where they propose to start digging to-morrow morning. They will continue to timber as they go, and the work of the rescuers is a most dangerous one.

Henry McMillan, inside foreman of the Barnum Mine, who went into the pit this afternoon to make a careful survey, says that in his belief the caving will continue more or less for a week. The fall is immense, and the progress of the diggers when they do commence to dig will depend entirely on the solidity of the fall.

Prominent mine officials from all parts of the country were on the scene to-day discussing the sad disaster from every standpoint.

A conference was held during the day, at which reports were made to the effect that the fall is the largest ever known to any miner in this valley, and that the cave is still going on. Among the officials who were present were Mine Inspector Blewett of Scranton, Anthony Horn, Superintendent of the Pennsylvania Coal Company, Pitts- burg; Superintendent Davis of the Dodson Coal Company, Plymouth; H. H. Ashley, general manager of the Parrish Coal Company, Wilkesbarre; J. L. Cake, manager of the Clear Spring Coal Company, West Pitts- burg, and J. Bennett Smith, practical engineer of the Hazard Works, Wilkesbarre. The most of them have come to the conclusion that the bodies will never be reached. Water has been running into the shaft since yesterday, and to-day it has increased in volume.

Both the Lackawanna and Susquehanna Rivers run in close proximity to the Twin Shaft.

From the surface to the point where the rock begins there is at least 146 feet of what is known as river wash. From this point down to the bottom—or the level where the men are—the bottom was previous to the fall 280 feet of rock. As long as this remained intact there was perhaps more leakage through the crevices into the mine than in mines which are not in such close proximity to large bodies of water. When the fall occurred the 280 feet of rock referred to must have been shattered, allowing the water to pour into the mine in large quantities, until the open space below was all filled. The very natural consequence of this is that if the victims did not lose their lives under the fall they came to their deaths by drowning. If this be true, and there is no reason to doubt that it is, it will be impossible to remove the bodies of the victims from the mine.

James McMahon, one of the bravest miners in the valley, crawled about the mine this morning, and it is claimed that he was within 600 feet of where the unfortunate men are supposed to be. He called out to them on many occasions, but could get no answer.

The Twin Shaft, operated by the Newton Coal Company, has been a costly one to the owners for the last two years. The President of the company is Frank E. Patterson, who was in Philadelphia yesterday when the accident occurred. He is now on the grounds.

One of the chief officials of a neighboring mine stated to The United Press representative that the heavy rains of the last few days had caused water to go into the Twin Shaft and down into the fifth vein, which caused the roof of the red-ash vein to become weakened and gave symptoms of a cave, and this necessitated the timbering that was going on when the fall occurred.

Criticisms are already numerous regarding the awful calamity, though it is too soon to express opinions as to the possibility of having averted this almost unprecedented accident, or to pass criticism upon those who authorized so large a body of men to enter a mine in so dangerous a condition. An official investigation will follow, and it is believed that it will in every respect be thorough and impartial.

The several acts of the Assembly for the safety of the men employed in the mines of this State provide an ample machinery for such an investigation, and the proper authorities will doubtless see to it that the provisions of the law are put into full operation in this most distressing case.

No Strike on Elevated Roads.

Acting General Manager Fransioli and Superintendent S. D. Smith of the Manhattan Railway Company said yesterday that the reports of a threatened strike on the elevated roads in this city were untrue. Neither of the officers had heard of any dissatisfaction among the employees, and Acting Manager Fransioli said he did not believe any of the men were discontented. In pursuance of the usual custom, a certain number of cars are taken off the lines during July and August, and the trainmen affected are placed temporarily on the "extra" list. The Acting Manager said that all the men fully comprehended the reason for reducing the service in midsummer. Heretofore they never had looked on the matter in the light of a grievance, and he did not believe they were inclined to do so now.

J. Pierpont Morgan's Rare Books.

Twelve rare old volumes which were purchased in England by J. Pierpont Morgan were inspected in the United States Appraiser's office yesterday, and formally passed for admission free of duty. The books were invoiced to Mr. Morgan at an aggregate valuation of \$18,000. Although they are from two to four centuries old, the volumes are in the best state of preservation. Some of the bindings are unique specimens of artistic workmanship.

This valuable collection includes four superb volumes of Shakespeare, folio edition, printed in 1623, 1632, 1664, and 1695; a six volume edition of the polyglot Bible, printed in 1514-17, and richly bound with gold mountings, and two volumes of the Bible Mazarin, printed on vellum in 1450-55, with hand-painted decorations.

A Stray Parrot in a Police Station.

Acting Captain Albertson of the Mulberry Street Police Station has in his possession a parrot which he wishes the owner would call for. It was caught by Policeman Light at Mulberry and Spring Streets yesterday morning. About 100 boys were after it when Policeman Light appeared and succeeded in catching it with his helmet. Capt. Albertson made a cage out of a waste-paper basket for the parrot. It has a bunch of yellow feathers on the top of its head, and its wings are tipped with red.