

100 MINERS ENTOMBED

Twin Shaft, Pittston, Caves In and Few Escape.

RESCUERS WORK IN VAIN

Three Men Saved, but Little Hope for the Others.

FRENZIED CITY AT PIT'S MOUTH

Startled from Slumber to Hopeless Activity by an Explosion in the Early Morning.

BOSSSES ARE AMONG THE MISSING All the Workmen Available Were Trying to Brace Up a Section That Was Considered Dangerous.

PITTSSTON, Penn., June 28.—Over 100 men and boys were buried alive at 3 o'clock this morning, when an explosion caused the caving in of the lower vein of the Twin Shaft Mine, at Pittston Junction.

Every boss in the employ of the owners, and nearly every company Captain, are entombed, and it is impossible even to say accurately the number of the victims. Hundreds of men have been working in the shaft all day, but no sign has come from the buried miners, and there is little hope that any of them are alive.

List of the Missing.

A partial list of the missing fellows:

BARRETT, THOMAS, miner, single.
BURKE, MICHAEL, miner, single.
BURKE, JAMES, laborer, single.
CANDANISH, JOHN, single.
CARDON, THOMAS, assistant fire boss, married.
CONNELL, MICHAEL, footman, single.
COSTELLO, PATRICK, miner, single.
DAILY, JAMES, footman, single.
DELANEY, EDWARD, married, four children.
DERRIG, TIMOTHY, laborer, single.
DUEWIG, THOMAS, laborer, single.
FORD, MICHAEL, miner, single.
GAFFNEY, JOHN, single.
GAFFNEY, THOMAS, married.
GAUGHAN, M., footman, single.
GAVIN, DANIEL, miner, single.
GILBRIDE, MARTIN, laborer, single.
GILL, JOHN, married, two children.
GOLDEN, JAMES, married, two children.
GORDON, ANTHONY, footman, single.
HART, JOHN, footman, single.
HART, J. W., married, three children.
HASTON, ROBERT, master mechanic, single.
HOISTRICH, JOHN, married, three children.
HUGHES, EDWARD, married, two children.
HUGHES, MICHAEL, night fire boss, married, one child.
JOYCE, PETER, laborer, single.
KANE, ANTHONY, driver boss, single.
KEHOE, FRANK, single.
KEHOE, JOHN, married, six children.
KELLY, PETER, laborer, single.
KILDEA, EDWARD, married, two children.
LANGMAN, M. J., Mine Superintendent and Mayor pro tem., of Pittston, married, leaves a wife and ten children.
LEE, OWEN, door boy.
LYNETT, M. F., line foreman, married, seven children.
MARTIN, PETER, laborer, single.
MASCOVITZ, SIMON, married, two children.
McCORMICK, ALEXANDER, fire boss; married, ten children.
McDONALD, JAMES, married, two children.
McGUIRE, CONDY, track layer; married, four children.
MURPHY, THOMAS, driver boss; widower.
OBERILE, JOHN, assistant fire boss; two children.
OBERILE, JOHN, laborer, single.
O'BRIEN, T. F., married, no children.
O'MALLEY, DOMINICK, miner, single.
RUANE, PATRICK, married; seven children.
SAVASKI, PETER, married; five children.
SILVESTER, JOHN, married; three children.
SLOWMASKI, ANDREW, married; two children.
TENPENNY, THOMAS, assistant fire boss, married; three children.
TOLLASKI, ANTHONY, married; one child.
WALLA, JAMES, married; eight children.
WARD, DANIEL, machinist, married; two children.
ZURINGO, JOSEPH, married; five children.

Three severe shocks, similar to those of an earthquake, threw the city from slumber into frenzied activity, for in the mining region, when the earth rumbles, the future always brings death and weeping.

Whistles all about the town shrieked the alarm, fire and church bells tolled, and men dashed through the streets shouting the news of disaster and calling their fellows to the rescue.

At the Mouth of the Pit.

The entire population made for the Twin Shaft Mine. Wailing women crowded through the ranks of eager but helpless men at the pit's mouth, and children, scarce understanding the doom of their dearest, cried and shrieked about the outskirts of the throng.

Shouted orders impossible of accomplishment mingled with the noisy demanding and grieving of the foreigners whose friends and relatives were in the accidental grave. There was no knowledge of the nature of the disaster; there were no managing brains in the shouting, struggling, anxious crowd, and so the work of rescue could not be started with intelligence.

Smoke in great volumes rolled up from the mouth of the pit, driving soot before it and scattering it over the frenzied mob.

The minutes dragged along, and then there was a feeble tinkling of the bell near the engine. One man, at least, was alive, and the crowd gave a shout of joy and hope.

News from the Grave.

The engineer turned on steam, and soon the carriage was up. Lying on its bottom was John Gill, bruised, bleeding, and unconscious. The force of the explosion had hurled him against a wall, but it had left in his battered body just strength enough to crawl to the carriage, tumble in, and signal for the hoists.

Eager, tender hands cared for him and restored him to consciousness—the only

messenger from what all knew was a pit of death. About 100 men, Gill said, were in the mine. A few of them, he gasped, were running for the carriage when he was taken to the surface.

The carriage was dropped again, and it soon returned with John Riker, a runner boy; Jacob Adam and Frank H. Sheridan, company men. From them the story of the explosion was learned.

The officials discovered several days ago that the rock between the fifth and sixth veins had commenced "working," and to prevent continuation the full complement of day men and such others as could be pressed into service from off the streets were kept at work all day Saturday and Saturday night pillaring and propping the sixth vein so as to insure the safety of the workmen who were to go to work Monday.

The regular night force was working Saturday night at a point about 3,000 feet from the shaft, at the foot of No. 3 plane, at a point under what is known as the flats, a little east of the Coxton Railroad yards. The force was under the supervision of Superintendent Langan and his assistant, Michael Lynott.

Orders had been given that about midnight as many men as possible should be sent down to assist in this dangerous work, as constant cracking and splintering of the roof gave indication that the possibilities of danger were most strongly founded.

Crushed or Imprisoned.

In accordance with this order, between 12 and 1 o'clock Saturday morning about thirty additional workmen went into the shaft. The new force of men enlisted in the work was placed at a point beyond that of the night hands, and the three workmen who escaped say that a hundred or more of their fellows were either crushed to death or imprisoned.

It was found, to the consternation of the few workmen present on the surface, that all the mine foremen, Superintendents, and bosses who had gone to supervise the work were also with those who are imprisoned. This gave the work of relief no systematic head, but rescuers, providing themselves with safety lamps, hurried into the mine carriage, and were lowered a thousand feet to the mission of relief. They were John Doyle, John Daily, Charles McDonald, and James Tenyon.

After a half hour they returned, discouraged, with the story that the cave-in had become more extensive, and that no news had been secured of the unfortunate men. With no delay, however, they again went to the foot of the shaft with other men and again made heroic efforts to get what information they could, but again they came back baffled and discouraged.

A third time, with renewed vigor and still more helpers, they went into the pit and tried to reach by a circuitous route the unfortunate prisoners. After a journey of nearly a thousand feet they met obstructions innumerable, brattice work, pillars, air conduits, doors, cars, and top rock having been piled promiscuously so as to interfere with all efforts that could be made by any human being.

Then, to add to the trouble, gas had accumulated so densely as to endanger their lives and make foolhardy all efforts to reach anywhere near the imprisoned miners.

The Mine Still Caving.

General Manager John B. Law, who has been for several days on a bed of sickness, made his appearance at the shaft, and directed the attempts at rescue. Messengers hurried about calling to the shaft all of the company's workmen. It was learned that the mine was still caving, and carriage after carriage of props were sent to the bottom, under charge of Foreman Eagan of the Phoenix Mine and Messrs. Maloney of the Raven Shaft and McMillan of the Barnum Shaft. Much progress was made in this work, and soon the danger was averted, and at least fifty men were pushing their way to the foot of No. 3 plane, the scene of the cave-in.

For encouragement of those who feared the explosion had ended the life of everything in the mine, word was sent up that mules had been found uninjured. The fact that these mules were alive and unscratched left the impression that the explosive sounds heard were due to no gas explosion, but only to the rush of air created by the sudden caving of the shaft.

The opinion that a gas explosion had occurred was later in the afternoon expressed emphatically by General Manager Law, and this shattered the hopes raised by the story of the unharmed mules.

Mine Inspector McDonald went this evening to the foot of the shaft, and made a most thorough investigation. He quickly became satisfied that no rescue could then be made, and in his report, only confirmed the stories of his predecessors.

To the encouragement of all, the fan house had suffered no injury. So far as travel was possible, the air currents were perfect. This fact gave hope to those in control that perhaps a sufficient volume of air could be forced to the rear of the cave-in by sending it in a roundabout way. This apparently was one of the successful efforts of the day.

A consultation was held this afternoon of the leading Superintendents of Lackawanna and Wyoming Valleys. Those present were Messrs. Simpson, Watkins, and Bryden of the Pennsylvania Coal Company, E. L. Fuller of the Old Forge Company, Mr. Connell of the Connell Coal Company, Charles Aikman, Richard Mainwaring, and Superintendent Crawford of the Babylon Coal Company, W. D. Owens and W. G. Thomas of the Lehigh Valley Coal Company, and William Abbott of the Pennsylvania Coal Company. Reports were made by experienced foremen who had made the rescuing trips, and the work done was most fully indorsed and commended, and in the opinion of the experts, nothing more skillful could have been accomplished. The fear was expressed that possibly the Susquehanna River near by the cave was running into the mine. This, however, was entirely supposition.

Bosses in the Pit.

The pump in this locality is under the cave, and its work is entirely prevented. At the meeting the possible number imprisoned was mentioned, but this question is wholly a problem, as the entire force of bosses and nearly all the company men, in fact, all from whom this information could be derived, are in the pit.

A force of sixty men from neighboring coal collieries went into the shaft at midnight to aid the rescuing party until they are relieved to-morrow morning. The one or two mine officials are left of the

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ONE HUNDRED MINERS ENTOMBED

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Twin Shaft to-night say that it is hard to estimate the number in the shaft, though they will reach not less than 80, and from that to 125.

The accident is similar to that of the Avondale disaster Sept. 11, 1869, when 109 miners and laborers lost their lives.

The rescuing party have cleared nearly 900 feet of the débris away, and are propping as they go along.

Rescuers and Their Plans.

At midnight to-night, after looking over the situation carefully, the rescuing party decided that the best thing to do was to drive a gangway through the coal from the Clear Spring Colliery, adjoining, into the Twin Shaft, when it is expected it will be possible to locate the entombed men. The work was at once begun, and is being pushed with all the speed possible.

Four shifts of men, each comprising five experienced miners and laborers, are employed in this task, which is expected to consume at least three or four days. In the meantime the work will be pushed by the rescuers in the fatal shaft also.

It is now the opinion of the most able miners that it will take several days to find the entombed men.

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