

Four men, Jacobs, Davis, Walker and a Hungarian were near the mouth of the entries. The others were far in. When the explosion came these four men made a rush for the main heading which they succeeded in reaching though all were more or less injured. They finally crawled out to the open air. Of the 58 men in entries 9 and 10 these four are the only ones known to be alive. They say there is no possible chance for the escape of the other 54.

Crowds soon gathered around the mouth of the mine. Terrible scenes of grief and horror were presented. Wives and children of the entombed men were frantic with grief and their shrieks and wails were fearful to hear.

At one o'clock this afternoon four more bodies were recovered and it was feared that none of those still entombed would be taken out alive. The names of the five were:

Harry Hager,
John Cartwright,
John Haistua,
William Pritchard,
S. Hastings.

1:30 p. m.—Twenty-seven of the entombed miners have just returned to town. They escaped by traversing a mile and a half underground passage, coming out at an opening near Lynn Station on the Red Stone branch of the Pennsylvania railroad. This point is four miles from the opening of the mine on the Monongahela river.

Another body, that of Robert Davis, has been recovered, making eight dead. Nineteen miners are still unaccounted for.

John Baker and his son George who escaped the back way are terribly burned about the face, but will likely recover. All who escaped are injured or burned either slightly or seriously. The dead are unrecognizable, being burned and mutilated. A partly improvised morgue was arranged for at the entrance to the mine. The coroner was sent for and the bodies will be removed to the undertaking establishment of Brownsville where the inquest will be held.

The explosion is said to have been caused by the loosening of a large block of coal, which opened a pocket of gas.

The entry where the explosion occurred is located about a mile and a half from the pit mouth. The mine is an old one and pretty well worked out.

A crowd of hundreds are surging around the mine entrance imploring news of their loved ones away back two miles and a half in the bowels of the earth.

The hillside is black with people and the excitement is terrible.

Old miners who are present say there is not one chance in a hundred of finding the missing men alive.

SCHLEY'S UNFOUGHT BATTLES.

Here is an incident which shows more clearly than anything else just what the navy is ready to do and how delicately balanced is the chip on the shoulders of our sea fighters. When Schley had enriched our history on July 3 and every ship in these waters under the royal banner of Castile had been shattered, he was sailing east to resume station before Santiago. Word came to him that the Pelayo, pride of the Spanish navy, had reached the Caribbean, and he was directed to engage her as soon as found. To naval experts the suggestion that a cruiser fight a battleship is insanity gone mad, but nevertheless the Brooklyn started on her errand.

Near Santiago a battleship was sighted, heavily armored and turreted,

but at such a distance that her colors could not be distinguished under the glass. Toward her the Brooklyn started. Commodore Schley and Capt. Cook stood on the forward bridge as the big cruiser fairly leaped forward to give battle.

"She is white—an unusual thing in war time," said the commodore, watching the stranger through his glass. "I don't believe she is Spanish," he remarked a moment later, and then, consulting the picture of a sister ship to the Pelayo, suddenly exclaimed: "By jove! It is the Pelayo, after all!"

"On the signal bridge!" shouted Capt. Cook. "Can you make out her colors?" "Not yet, sir," came the answer, followed a moment after by: "We have raised her colors, sir, and she is Spanish."

"Send your men to quarters, Cook," said the commodore, "and start an eight-inch shell for her when I give the word."

On went the Brooklyn, fast closing the distance between herself and the stranger—a big battleship for modern type and with her flag aft—two stripes of red on each side of yellow, as it appeared, and the crown in proper place.

The bugle sung "To quarters!" and the men, although they had been fighting all morning, rushed to their guns with a cheer. For a moment the commodore hesitated. "On the signal bridge!" he called. "Are you certain the stranger is a Spaniard?"

"Certainly, sir," was the reply. "I can see her colors distinctly."

The commodore had his glasses on the battleship. Turning to the captain of his ship he said: "Cook, that fellow is not at quarters. His guns are turned away from us. He is not up to snuff. Watch him closely, and the moment he sends his men to quarters or moves a turret, let drive. Give him everything you have. We will sink him in twenty minutes, unless he gets a shot under our belt."

Just then the officer on the bridge reported that the battleship was signalling with the international code, and soon translated the message: "This is an Austrian battleship."

Half an hour later the commander of the Maria Teresa (Austrian) was seated in Commodore Schley's cabin.

"If you had sent your men to quarters or moved a turret I should have raked you; it was a narrow escape," said the commodore, during the conversation. "Your flag is so like Spain's saving that you have a white stripe where she had a yellow, that it is hard to tell them apart at any considerable distance, and I came very near letting drive at you."

"We know that," returned the Austrian, "and we were very much worried. We signalled long before you answered. We had no wish to be troubled. We have seen the wrecks along the coast. But," he inquired as he rose to leave, "do you send cruisers to meet battleships?"

The commodore smiled as he answered: "We always make a fight with the first ship we have at hand. We never wait because we are outrated. We try to win with what we have."

"You Americans are very remarkable," said the Austrian, as he went over the side to his boat.—Chicago Record.

TRADE WITH BRAZIL.

New York, Sept. 24.—A special to the Tribune from Washington says:

Consul General Seager, writes from Rio Janeiro to the state department in two elaborate reports just made accessible, gives some exceedingly valuable information concerning Brazilian resources and trade with the United States. The consul general calls at-

tention to the profitable business that might be done in the shipment of Brazilian hardwood to this country. He says the traffic is now almost exclusively confined to rosewood, but there are many other fine woods in Brazil, some of which are much cheaper and even more beautiful than the one mentioned.

Mining is neglected. It is confined to a few English companies, although the mineral wealth of Brazil is well contributed. Coal equal to the best exists in Rio Grande Do Sul.

The sugar cane industry has not been developed. The production of cotton is general but decreasing. On the other hand coffee production has so increased as to create difficulties which contribute to the prevailing prices in Brazil. The state of Saopaulo, which led all other provinces of the empire, now depends upon the one specialty of coffee culture.

The grand total of receipts of the coffee crop for the year ending June 30, 1898, was 10,690,173 bags of 132 pounds, or sixty kilograms, with some loosely estimated amounts besides. The shipments were 11,022,939 bags, estimated at an average of \$8.75 per bag. The value of this export amounts to \$96,450,716. Of this quantity of coffee exported the United States received 4,740,638 bags. In the last three calendar years the shipments of coffee from Brazil were as follows:

In 1895, 6,910,831 bags; 1896, 7,481,761 bags; 1897, 10,359,765 bags. The New York prices per pound in the last crop for quality No. 7, (spot) in New York, decreased steadily from 7 1-16 cents on July 1, 1897, to 5¢ on May 1, 1898. On July 1, 1898, the price had advanced to 6½ cents. On June 30, 1898, the world's visible supply was calculated at 5,436,000 bags, equivalent to half a year's consumption.

The consul general traces the overproduction. In the ten years prior to 1897 the market price offered to an extraordinary profit to the planters and there was an enormous increase in the area of coffee plantations. Now these additional millions of trees are bearing. For the next year a much smaller crop is expected because experience shows that there will be a light yield after two heavy consecutive ones. The estimates differ as to the crop of 1898-99. The official places at 7,000,000; the commercial at 9,000,000 bags. Even the highest estimates are over 1,500,000 bags less than the crop of 1897-98.

Mr. Seager makes certain practical suggestions. One is that time for investments in Brazil is while things are depressed. European capitalists, especially English are investing now. Financial and technical experts who know the French and Portuguese languages should be sent. A monthly or weekly trade journal should be established by Americans in Rio and published in the Portuguese language.

Recently English, Belgian and other syndicates have bought coffee plantations in Brazil. As for the two former special mention is made of purchases in Manas Ceres and Saopaulo. A large body of British merchants and capitalists will visit Rio and Santos and travel through the interior in October. The attention of the United States business men is called to the danger of their securing a controlling influence over the coffee trade between Brazil and this Republic. The consul general indorses the proposition of Mr. Lippmann, who furnishes a part of this information, to have a syndicate organized in the United States to establish a permanent exhibition of machines, models and samples of various articles at Rio and at Pelotas.