

# NUMBER OF DEAD PLACED AT FORTY

Bodies of Braznell Mine Disaster  
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Mining Laws Were Carelessly and  
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—Many Widows and Orphans.

Brownsville, Pa., Dec. 24.—The horror of the Braznell mine disaster grows in intensity with every hour. The number of the dead is now estimated at forty, and may pass that figure. At the same time there is a strong presumption that the laws regulating mining were carelessly and probably criminally disregarded.

Today the first bodies of the victims were brought out of the mine, and never in the history of mine disasters were human beings so horribly mutilated. It was nearly 11 o'clock before the first bodies were taken out, twenty-eight hours after the explosion. At 5:30 three more were brought to the surface, and again at 6:30 three came up in the cage of the main shaft. The dead taken from the mine so far are:

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Henry Hagar, 30 years old, leaves a wife and six children.

Peter Ororowy, 36, wife and four children.

William Thomas, 33, wife and four children.

Michael Rohtel, 24, single.

Samuel Mees, 29, wife and three children.

Albert Mees, 13, died after being rescued yesterday.

Michael Mahlo, 25, leaves wife and two children.

George Kovitz, 40 years of age, single.

Joseph Potsky, 22, leaves wife.

Joseph Mogay, 19, single.

William Molay, 33, leaves wife and one child.

Paul Proloo, 24, leaves wife and one child.

At least twelve bodies are in sight but cannot be reached on account of the debris.

Missing: Among the men missing and known to be dead in the mine, are the following Hungarians: Michael Parabek, and Andrew Parabek, brothers; Paul Lousid, Thomas Kuhlke and Andrew Tausid.

The estimates of the number of the dead are conflicting. A. B. Braznell, president of the Stockdale Coal Company, this afternoon said he believed that but twenty to twenty-five men had been killed. Men who were working around the mine yesterday morning gave different figures. They say thirty-five to forty men went down the mine shaft in the cages, while about twenty climbed down the steps in the elevator shaft. From fifty-five to sixty men were in the mine and of this number but twelve have been recovered alive. All the rest, whatever the number, are dead.

John, or as he is popularly known, "Jonah" Mees, is one of the thirteen men who escaped from the mine alive. He is fearfully burned and is lying at his home with his head swathed in bandages. He told this story:

"I was in the stable," Mees said, "carrying my mule when the explosion occurred. My brother Sam was by my side and his boy Albert was standing in front of him. Then came the crack of the explosion. Never in my life have I heard such a terrific report. I thought my head had been blown off. In about two seconds the mine was filled with a dazzling light as the fine coal dust in the air was consumed. My brother Sam dropped to the ground as if shot through the heart. He must have been killed instantly. His boy, Albert, swayed and fell over upon his father. I began to back out of the stable, that is why my face is so terribly burned. I was afraid to turn my back upon the mules for fear they would stampede and run me down. I did not know that they had all been killed by the explosion, for our lamps were blown out and we were in total darkness."

"After I got out of the stable I heard Albert crying for help. I went back and found him and Henry Atwood, a driver. I proceeded, lead heading and half carrying them, to the foot of the mine shaft. They were both dead, and I believe I was, too. Both of them persisted in standing up and began to walk around. I immediately forced them to lie down, to get them out of the path of the fatal roller dam, which hovered about four feet above the ground. Then I felt myself going to sleep, but I did not care, although I realized that it was the sleep of death. I lay down upon the ground as if I could feel, although I could not see, was a corpse, and fell asleep as calmly as ever I did in my life. When I awoke some one was forcing me to swallow liquor and coffee, and I was trying to explain that it would not be for me to drive a wagon, as there had been an accident in the mine."

"The force of the explosion was terrific, my face and scalp is literally filled with coal dust blown into it, just as if it had been shot out of a gun held within a few inches."

Another evidence of the force of the explosion was discovered today. On the hillside, fifty feet back from the main shaft, was discovered an arm and a foot. They were portions of a victim killed 108 feet below the surface, and blown out of the shaft like a bullet from a rifle.

From statements obtained today it seems clear that the presence of gas in quantities in the mine was perfectly well known and that naked lights were used for several days before the explosion. According to credible authority, not a single safety lamp was used in the mine by the working crew since last Tuesday morning, four days before the explosion.

Fry Bass James Ratcliffe, whose duty it was to look after the safety of the mine, and upon whose care and intelligence the lives of the diggers depended in a large degree, told his story. Ratcliffe has not yet recovered from the narrow escape from death. The fire boss said:

"I believe that the explosion was caused by a sudden fall which occurred just before the explosion. I do not believe that there was enough gas in the mine to be dangerous. As a matter of fact, the coal itself gives off little gas, but the gas comes chiefly from the roof of the pit. After the explosion I went into the mine with Jones, the pit boss, from the entrance of the main shaft toward the air shaft, 150 yards away. Everything was filled with after damp and smoke. Jones gave out in a few minutes and I dragged him to the bottom of the main shaft, where there was a little air."

Ratcliffe said the explosion must have occurred within 200 or 300 feet of the main shaft. He says the mine was well supplied with air.

"It was awful," said the fire boss. "The men were trapped there like rats in a hole. There is no hope that a single man is alive. The two shafts were both disabled and there was no other exit. I have never seen a more terrible mine

# EXPLOSION. Stone stoning two feet thick and cemented together was utterly destroyed. Not even particles of rock remained. The stone was blown into dust."

William Pastorious, a driver in the mine, tells a sensational story. Pastorious, who has lived in Brownsville for many years and is regarded as a man of intelligence, says that Pit Boss Jones on last Tuesday morning issued a general order that all safety lamps might be dispensed with and in their stead the miners were permitted to use naked lights. Pastorious also states that the lamps were unlocked, contrary to regulation.

"The miners always prefer to use naked lights," said Pastorious, "when- ever possible, as they give better light and are more easily handled. I have been working here a couple of months and used a safety lamp until last Tuesday morning. At that time mine safeties were in use by drivers and others who were constantly moving about the mine and therefore exposed to greater risk than a digger in a room. Contrary to the mining regulations, the safety lamps in use were in many cases unlocked. The safeties were provided by the company as usual and they should be locked so that it is impossible for a miner to open them while at work. My lamp was unlocked and I frequently opened and closed it. On Tuesday the pit boss issued an order that the men could use open lamps and they of course discarded the safeties, which made a poorer light. About 100 yards from the bottom from the main shaft there was a fall which had been boarded up and in which the gas stood against the roof. I think it was this gas which exploded."

Superintendent Boyer, who is the superior of Pit Boss Jones, when told of the above statement, said: "I know nothing of the order to dispense with safety lamps." He would make no further statement.

Inspector James Bilek, who has been in the mine almost constantly since last night, came out tonight and gave a graphic account of its condition. Inspector Bilek said:

"At the bottom of the two shafts the mine is a complete wreck. Only enough debris has been removed to allow of the bodies being brought out. There are more bodies in the mine, but how the bodies being brought out. There are more bodies in the mine, but how the bodies being brought out. There are more bodies in the mine, but how the bodies being brought out."

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# TWENTY-ONE OF CREW DROWNED

Steamship Ariosto Stranded Off  
Cape Hatteras, N. C.

SMALL BOAT WAS SWAMPED

Captain and Eight Men Stayed With  
Vessel Till Relieved by Heroic  
Life Savers.

Norfolk, Va., Dec. 24.—The British steamship Ariosto, Capt. Baines, bound from Galveston to Hamburg, was wrecked at 4 o'clock this morning six miles south of Hatteras, N. C., and twenty-one of the crew were drowned. Capt. Baines and eight of the crew were saved by the heroic efforts of the Ocracoke life-saving crew under Capt. James Howard.

Those who lost their lives attempted to reach the shore in a small boat, which was swamped shortly after it put off from the ship. Capt. Baines and the eight men remained aboard and were landed by the life-savers in the breeches buoy, but not until after a struggle which lasted all day.

Wrecking tugs are on the way here to the scene of the wreck, and if they reach the stranded ship in time may save it, as the wind tonight is in the wrecked vessel's favor.

The Ariosto wreck is the worst on these shores since the German ship "Endenburg" was ashore in 1875, when fifty-five people were drowned.

Thick fogs have prevailed along the Virginia and North Carolina coasts for several days and a number of vessels have narrowly escaped disaster. Last night, however, the air was clear, but the wind averaged from forty to fifty miles an hour, and the sea was furious around the point which has been designated as the "graveyard of American shipping."

The Ariosto, a vessel of 265 tons, sailed from Galveston for Hamburg, via Norfolk, on December 17th. The skipper, Capt. Baines, and his crew, but the majority of the crew were all British. The Ariosto, which had a general cargo, had all the way from port encountered heavy weather.

The coast patrol from Ocracoke was returning to the station about 4 o'clock this morning when he discovered a big ship ashore. He immediately lighted a signal to notify those aboard that they were discovered and ran to the station to advise those of the life-savers who were on duty.

Against the fierce wind the life-savers then dragged the heavy apparatus, consisting of the Lyle guns, breeches and life car, and in the daylight when they reached the scene of the wreck. They could see the outlines of a big steamer, but could not accomplish anything until daylight.

The wind caught up particles of sand, which were blown into the faces of the life-savers until their cheeks were cut as if by a saw.

When daylight broke the sailors were seen huddled together on the wrecked ship, waving their arms in an appeal to be saved. To launch a boat in such a sea would have meant instant death, so the life-savers placed their gun in position and fired. The Ariosto was hit, and the line fell short.

Line after line was fired to the stranded ship, but all failed to reach.

In the meantime the waves were dashing over the ship, and Capt. Baines called his men together for a consultation, explaining to them that the chances were about even if they should take to the small boats or wait for the life-saving crew to fire a life-line on board. So far as he was concerned, the captain said, he would wait for the life-savers, but he left it to the crew to decide among themselves.

Eight sailors said they would stick by the captain. These were saved. When the disaster was over and the ship was abandoned, they left the ship in small boats. All of them lost their lives.

The boat in which the twenty-one men put off was one of the regular life-boats. It was a small boat, and in ordinary weather, but a creaking shell in such a sea. The ship was tossing heavily and with difficulty it was swung from the davits. The twenty-one men in their excitement were unable to hold on, and the overturning of the craft and one by one they clambered in, in haste to get to their deaths.

Capt. Baines and the remaining eight men from the Ariosto, in position watched the little boat as it swung out. They were unable to do anything but wait for the life-savers, but he left it to the crew to decide among themselves.

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# KNOW BY THESE NUMBERS IF YOU HAVE BILIOUS DISORDER



IF YOU HAVE, then take HUYAN, for HUYAN will restore you to health. It cures the liver and gallbladder, and induces very serious consequences.

Fig. 1 denotes Head-ache; Fig. 2, Yellow eyes; Fig. 3, Coated tongue and offensive breath; Fig. 4, Palpitation of heart; Fig. 5, Impaired digestion; Fig. 6, Pain or soreness in right side over region of liver. These symptoms all denote Liver Trouble.

Other symptoms of Liver Trouble are Constipation, Dizziness, Spots, Nausea, Tired Feeling and Loss of Appetite. If you observe any of these symptoms "take HUYAN," for "HUYAN" will positively cure the ailment.