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These reports of the Kansas State Mine Inspector mostly concern coal mining, though by 1929 the scope of the reports broadens to include metal mines. The content of individual reports will vary. The reports address mining laws and mining districts; industry production and earnings; fatal and non-fatal accidents; accident investigations and transcripts of oral interviews; labor strikes; mine locations; mining companies and operators; and proceedings of mining conventions. The reports document the political, economic, social, and environmental impacts of more than seventy years of mining in southeastern Kansas.

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The body of the fire boss was found 122 feet from the face of the back entry at the inbye end of three loaded cars, lying with head towards the face of the entry, very badly burned.

It was noted during the rescue work that the main east and seventh south entries had large amounts of very fine coal dust. This undoubtedly entered into the explosion to a certain degree. The fire boss on the west side of mine did not note any evidence of the explosion, except the stopping of the air, and returned to the top without assistance. At least twelve men were affected by the afterdamp, two of whom were in serious condition, one of these being revived by a pulmotor and one by the use of artificial respiration.

JUNE 21. NOTED BY INVESTIGATION PARTY, NAME ABOVE.

Measurement of marsh gas in seventh south, two feet eight inches deep seventy-seven feet back from face.

Last crosscut of seventh south, twenty feet from face.

First room from face of seventh south, twenty-five feet deep, widened to eighteen feet, no crosscut, full of gas to bottom.

Second room from face of seventh south, forty-one feet deep, gas one foot from bottom, large feeder of gas at face.

Third room from face of seventh south entry, one-fourth-inch cap obtained one foot from bottom, ten feet back of face, strong feeder of gas at face. This room is seventy feet deep and thirty-four feet deep to inside edge of crosscut on right rib.

Strong feeder of gas at face of seventh south entry on right rib.

Second room from face of the seventh south entry shows great evidence of heat, the dust on the floor and timbers being coked. It has been stated that rooms one, two and three from face of seventh south entry were worked on safety lamps the day previous to the explosion. A horseback cuts diagonally across the face of rooms one, two and three from the face of the seventh south and also the face of the seventh south entry.

The seventh south entry is driven about 300 feet from main east.

Back entry to seventh south showed eighty-eight feet of solid gas back from face.

The deceased's cap was found at a point seventy-four feet back from face by Deputy Joe Clark on June 20.

The body was found at a point 122 feet from the face of the back entry at the inbye end of three loaded cars, lying with head toward the face of entry.

The canvas door controls ventilation on the back entry switch. This door or canvas was not torn down by the force of the explosion, and was evidently in bad repair previous to the explosion, allowing a short-circuiting of the air and a consequent accumulation of gas at the face of the entries.

Two unexploded kegs of powder, one without stopper and one with paper stopper in place, were found about seventy-five feet inside of back entry curtain.

No powder kegs were found which showed evidence of powder having exploded within the cans.

Dozens of powder kegs were mushroomed and strewn along the main entry, evidently having been carried great distances and having traveled with terrific speed.

From back entry curtain to point eighty feet from face of back entry the wolf lamp showed between one-fourth and one-half inch cap from top to bottom of entry, estimated to be from five to six per cent of gas.

This, in the return air current, shows that the feeders previously mentioned were giving off large quantities of gas two days after the explosion happened.

No gas marks made by John Kinder on the morning of the explosion were found in the seventh south entry, back entry or rooms.

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As noted in foregoing, I was en route to Topeka when the explosion took place, and on my return I made a careful examination of the mine, and especially the seventh south entries and rooms on the east side of the mine, on the morning of June 21, 1913, accompanied by the deputy inspectors, mine officials and members of the pit committee. When we consider that on my examination of the above-mentioned entries and rooms two days after the explosion I found about 8000 cubic feet of gas in those places, enough to create a second and perhaps a more disastrous explosion at that time had it been ignited, and also the fact that Kinder's body was burned beyond recognition, being literally cooked, it would indicate that gas or some equally combustible matter was present in abundance at the time he met his death, and it also points out in strongest terms the danger of having marsh gas to contend with in our mines and the consequent need of extreme caution in dealing with this gas. It is therefore to be hoped that this explosion will serve as a warning to all who are engaged in the mining business in this district. Operator, superintendent, mine foreman and mine workers alike should profit by this costly experience. This explosion has established beyond any question of doubt that the mines in this field are becoming more dangerous on account of the presence and accumulations of marsh gas in large quantities, that are frequently being found therein, and those actively engaged in and around the mines would do well to govern themselves by the conditions that have arisen with regard to these accumulations of gas and use every safeguard possible to prevent a recurrence of accidents of this nature. I consider that entirely too much risk is being taken by those who have to deal with this gas. More especially is this true where large volumes of gas are to be moved. No open lights should be used or allowed in any return airways or in any section through which the gas must be moved along with the return air current. The explosion has brought out in no uncertain manner the benefit of having rescue apparatus in the hands of experienced men to carry on the rescue work. Mr. C. S. Stevenson, engineer of the government Bureau of Mines, was at the scene of the explosion, and by his energetic and careful handling of the apparatus demonstrated that the trained man and the safety apparatus are well-nigh indespensable at a time of this kind. And in this connection, judging from the reports I have received from all sources since the explosion occurred, I must say I am well pleased with the way in which the deputy inspectors took charge of affairs in my absence, and of the valiant efforts they put forth in conducting and managing the rescue work. As a rule, I am content with giving a mere statement of the fact in mine accidents. On this occasion, however, I take the liberty to sound a warning of the dangers that underlie the presence of marsh gas in our mines with the hope, as I have already stated, that every precaution will be taken in the future to overcome the danger and avert the accident.

CAGE ACCIDENT.

Report by Francis Keegan of cage accident which occurred at mine No. 7 of the Spencer & Newlands Coal Company, Mulberry, Kan., on January 14, 1914, and examinations of witnesses held on January 14 and 19, 1914.

This accident occurred since this report was compiled, and does not properly belong in the report. However, the accident was of such an unusual nature and the results so disastrous that I concluded to embody it in this report, in order that every one may have an opportunity of reading the details, but more especially with the hope that said reading may serve as a warning to all miners and mine operators and be the cause of measures being adopted that will in future serve to guard against a recurrence of such an accident.

I hurried to mine No. 7, Spencer & Newlands Company, Wednesday morning in response to call from C. F. Spencer, and when I arrived there I learned of the serious disaster that resulted in the death of six men.

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The accident occurred at 7:10 Wednesday morning, January 14, 1914. Six men were being lowered on west cage, when the cable parted, allowing the cage to fall to the bottom of the shaft. (Shaft 130 feet deep.) All six men were fatally injured.

Following is the list of men killed:
Arthur Connery, age 70, married, six children.
Fritz Ginther, age 40, married, one child.
Addison Buchanan, age 39, married, no children.
Thomas Strayhorn, age 26, not married.
John Montanelli, age 50, married, three children.
William Baird, age 25, not married.

Connery and Ginther died before reaching the top; Strayhorn died at 10 A. M.; Buchanan died at 10:30 A. M.; Montanelli died the next morning at 2 A. M.; and Baird, the youngest, died at 1:20 P. M. on January 16. Baird was conscious and hopeful to the last, and made statement to Inspector Clark at Mt. Carmel Hospital on January 15.

When I reached the mine Wednesday morning the dead and dying had all been taken out of the mine and the ambulance was ready to drive away with the dead bodies. I made inquiries from the officials of the company regarding the notification of a coroner, which they stated had been done. On account of the enormity of the accident, I decided to make a most thorough examination into the cause, and for that purpose I phoned back to my office for Deputy Inspectors Fern and Halliday and the stenographer, P. J. Kilduff, to come out to the mine to assist me.

When they arrived I gave orders for the broken rope to be stretched out along the ground, in order that we could examine closely the condition of said rope. This was done, and the mine committee, Mr. Eli Dean, George Reed and Arthur Luton, the deputy inspectors, and myself, also Messrs. C. F. Spencer and Chris Kawlands, of the company, examined this part of the rope carefully. Our examination showed that the rope was a six-strand rope, 18 wires to the strand, one inch in diameter. The break was rather clean and sharp. More definitely a break than a tear. Some of the wires at the broken end were quite rusty and brittle, and at a point beginning about 19 steps from the break we found 18 feet of the rope to be in bad condition, being badly worn and many broken wire ends protruding. Our party of inspectors, pit committee, mine officials, and H. D. Mason of the government Bureau of Mines then went below and made an examination of conditions on the bottom. We found that the cage which fell was somewhat crushed, being driven down eleven inches into the sump below its normal position. The platform of the cage was split. The wooden bonnet was only slightly damaged, and the guides and buntons in shaft, so far as we could find, were not damaged at all. The deputy inspectors and Messrs. Dean, Reed and Luton of the pit committee climbed up in the shaft for some distance, and they state that the safety catch on east side of cage made no abrasion whatever upon the east guides until the cage struck the bottom, where we found the point of this safety catch embedded one inch in the guide. The safety catch on the west side of the cage did catch to a slight extent only. The first impression made was at a point 41 feet above the top of the cage, from which point the face of the wooden guide shows a slight abrasion for a distance of 26 feet, then a space of 8 feet is missed, after which the face of the guide shows a slight abrasion to point where cage struck the bottom. We measured the rope on cage at bottom, and found that the rope broke at a point 14 feet 6 inches from point of connection on the top of cage, and the attachment was made with four clamps to rope. This done, the party then returned to the top, and I proceeded with the examination of witnesses. The following are the names of those who testified before me under oath on January 14:

D. R. Casselman, mine foreman.
Zoe Lukenbill, topman and bellman.
W. F. Symss, miner, working at No. 7.
Henry W. Hendrickson, blacksmith, working at No. 7.

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Herman Haymont, assistant foreman, working at No. 7.
Joseph James, engineer, working at No. 7.
Cleve Pagan, tracklayer, working at No. 7.
Eli Dean, checkweighman, working at No. 7, acting committee.
George Reed, miner, working at No. 7, pit committee.
Arthur Luton, miner, working at No. 7, pit committee.
Alfred Cremmel, boss driver, working at No. 7.
H. Bailey, cager, working at No. 7.

I then stated that the case would be kept open in order to give all witnesses or others an opportunity to tell what they knew regarding the accident and the cause of same. The following day I went to mine No. 48 of the Central Coal and Coke Company and completed my investigation of the explosion which occurred there on January 12. On January 15 Messrs. Mason and Young, of the government Bureau of Mines, and Deputy Inspector Fern and I again went to mine No. 7. The west cage had been taken out of the mine, and we were enabled to take a number of measurements that I wanted of the cage. Mr. Young also took three different photograph views of the cage which show the safety catches on cage plainly. On account of the funerals that were taking place and the arrangements that were being made for other funerals the next day, I did not examine any witnesses on the 15th, but returned to the mine again on the 19th and concluded the examination of witnesses.

On January 19 the following witnesses were called: C. F. Spencer, of the Spencer & Newlands Co.; Thomas Davison, miner, former mine foreman No. 7; Wm. Spoonhour, miner, former pit committee No. 7; Jules Bernarding, former pit committee No. 7; Jack Albert, miner who was on bottom No. 7 at time of accident; Jas. Pope, Sec. F. O. E., former deputy mine inspector.

The proceedings were delayed somewhat on this date by Jas. Pope refusing to come to the mine and testify. I was obliged to issue a subpœna for him, and constable Webb of Pittsburg brought him in and he testified. This concluded the taking of testimony. I append a copy of testimony of all witnesses examined. I then left orders with the pit committee and mine management to notify me as soon as the cages were in working order so that I could make an examination of the shaft, especially the guides in shaft, and also test the safety catches on cages. Mr. Fern responded to a call and went to the mine on the 23d and looked into the condition of the guides in shaft and took a number of measurements at different points in the shaft. Our former measurements on cage follow:

The point of west safety catch on west cage (when fully extended) projects 1¾ inches beyond the face of cage shoe and the east catch on same cage projects 2⅛ inches. The total distance between the inner faces of the cage shoes is 5 feet 4½ inches. Mr. Fern's examination of the guides shows that the guides are considerably worn and the distance between the guides in shaft is 5 feet 6 inches.

I went to the mine the following day, January 24, and in order to satisfy myself regarding the safeties, I had the mine management put two large timbers across the shaft at the ground landing and four bales of hay on timbers and then raise the cage up with a hemp rope for a distance of ten feet. I then ordered the hemp rope to be cut to allow the cage to drop this ten feet and give the safety catches a genuine test. This was done and the cage dropped with a bang onto the hay, the safeties failing to catch. Ex-Inspector Pope testified that he had tested these safeties and felt sure they would work. My test demonstrated clearly that the catches would not act when rope was cut. This test has also raised very serious doubts in my mind as to whether any safety catch will act or catch and stop a cage when the cage is descending through space, and if that be true, there must be some device in the form of a safety catch brought out that will positively stop a cage in any emergency. Following this test

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the company put springs on safeties and I returned to the mine on January 26 and made another test. On this date the same method of testing was used. I made three tests and the safeties caught and held the cage in each test. Nevertheless I am still very doubtful whether a descending cage traveling at normal speed would be stopped by these safety catches or any others in existence at present.

STATEMENT OF D. R. CASSELMAN.

Q. State your name.
A. D. R. Casselman.
Q. What is your occupation?
A. Mine foreman.
Q. Where were you, Mr. Casselman, at the time this accident occurred?
A. In that little room over there, just going to change clothes, pulling my coat off.
Q. What did you do towards rescuing the dead and injured?
A. As soon as I came running out here I asked what was the matter, and told Lukenbill to call down to bottom and find out, and they said they were all right. Before I went down I told Lukenbill to call again and find out for sure, and they said they were all hurt. I started down manway at once, but before going down phoned for doctors, inspector and Mr. Spencer, and I then went down, and seeing the men, I phoned up to the engineer that they hoist the men up, and that this cage was broke. He phoned back that he would have to take the rope off the drum before hoisting. I came up then and helped to get the rope off the drum. I then helped to get the men up.
Q. Did you know how many cage loads of men had been lowered into the mine before the accident occurred?
A. No, I don't know, it might have been ten or twelve cage loads or it might have been six or seven for all I know.
Q. Do you lower the mules into the mine here?
A. Yes, sir, that had been done this morning.
Q. This was the west cage, was it not, where the accident occurred?
A. Yes, sir, southwest cage or what we call the west cage.
Q. How long has the rope on this cage been in use?
A. I can not tell you; I have been here eleven months, and it was in use here when I came.
Q. Have you examined this rope at any time during those eleven months?
A. Yes, sir.
Q. When?
A. I examined it last summer one time, but have not examined it lately.
Q. Can you state what condition this rope was in prior to the accident or at the time of the accident?
A. All I could say to that is that I gave the engineer instructions for to keep a close watch over all this machinery, and if anything was wrong to let me know. I had a complaint in regard to the clamps, probably about two months ago.
Q. Who made the complaint about the clamps?
A. Engineer.
Q. Was these clamps you speak of used to attach the rope to the cage?
A. Yes, sir.
Q. When you received this complaint, what did you do regarding the clamps?
A. I phoned Mr. Spencer and he sent the clamps out right away, probably about two days after.
Q. Were they put on this rope?
A. Yes, sir.
Q. Were you present when those clamps were put on?
A. No, sir.

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Q. You could not tell then what the condition of the rope was at the time the clamps were put on?
A. No, sir.
Q. Are you in the habit of having those ropes oiled?
A. That is my instructions to the engineer, is to oil the ropes.
Q. What are your specific instructions in regard to the oiling of the ropes as to the number of times?
A. I don't know about the number of times, although I instructed him to keep a close watch on all this machinery, that I did not want any breaks or accidents of any kind.
Q. Have you instructed him to have these ropes oiled when necessary?
A. Yes, sir. This summer some time a complaint about there not being any grease for the ropes reached me. I went and got him some grease for it.
Q. You were with the inspectors this morning when they made their examination, were you not?
A. Yes, sir.
Q. What, in your judgment, caused the cage to fall to the bottom?
A. Well, the rope broke on the cage.
Q. In that examination, did you notice whether the safety catches on this cage had acted when the rope broke?
A. They acted on one side and one side they did n't.
Q. On which side did they act?
A. On the west side.
Q. Were you aware that this particular rope was in a dangerous condition or liable to break?
A. No, sir; if I thought there was the least bit of danger of the rope breaking, I would have put a new rope on it.
That is all, Mr. Casselman.

STATEMENT OF ZOE LUKENBILL.

Q. State your name.
A. Zoe Lukenbill.
Q. What is your occupation?
A. Topman here.
Q. Where were you, Mr. Lukenbill, at the time this accident occurred?
A. I was at the top of the mine, belling the men down.
Q. Did you attend to the lowering of the mules in the mine?
A. Yes, sir.
Q. How many mules had you lowered in the mine this morning?
A. Ten.
Q. How many cage loads of men had you lowered in the mine?
A. Three, the fourth one broke.
Q. From where you stood, Mr. Lukenbill, could you tell what place in the shaft that the rope broke?
A. In my judgment I should judge it would be about 40 or 50 feet from the bottom when the rope broke.
Q. Did you aid in the rescue of the dead and injured?
A. Yes, sir; done all that I could.
Q. How long have you worked here?
A. About eighteen months, I should judge.
Q. Do you know how long this rope has been in use?
A. No, sir.
Q. Do you know anything regarding the condition of this rope prior to the time of accident and at the time of accident?
A. Well, all that I could say is that I could not see anything out of order. There was nothing particularly wrong about the rope. If I would have noticed a break in the rope, I would have told some one.
Q. Were there new clamps put on these ropes lately?
A. Yes, sir; about sixty days ago, to the best of my knowledge.
Q. Did you help in this work?
A. Yes, sir.

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Q. Did you notice at that time the condition of that rope?
A. Yes, sir; did n't see anything wrong.
Q. Can you tell us whether the safety catches on this cage were in working order?
A. I think they were just the same as they have always been, never seen anything wrong with them at any time.
Q. How many men rode on that cage this morning?
A. Six men.

QUESTIONS BY HALLIDAY.

Q. Were there ever more than six men got on the cage to go down?
A. Yes, sir; I saw more than six men on the cage at one time.
Q. You say you seen more than six men on the cage going down?
A. Yes, sir; I have seen seven and eight men on the cage on a cold morning.

QUESTIONS BY MR. FERN.

Q. You say you let ten mules down this morning?
A. Yes, sir.
Q. Did you let them down on one cage?
A. Yes, sir.
Q. Which cage did you let the mules down on?
A. The east cage.

STATEMENT OF W. F. SYMES.

Q. State your name.
A. W. F. Symes.
Q. What is your occupation?
A. Miner.
Q. Where do you work?
A. Work here at this shaft?
Q. Did you come to work here this morning?
A. Yes, sir.
Q. Where were you at the time this accident occurred in which these men lost their lives?
A. Standing on the pit top waiting to go down.
Q. From where you stood, Mr. Symes, have you any idea of the distance that cage dropped?
A. In my judgment I think it was about half way in the shaft.
Q. You were not with us when we made our examination this morning?
A. No, sir.
Q. Do you know whether the rope broke or what caused the accident?
A. I heard the racket and saw the rope fly out and started to run back from the shaft.
Q. Dou you know these men who rode down on that cage who were injured and killed?
A. Yes, sir.
Q. Have you ever heard any complaints in regard to the condition of the rope in use here?
A. No, sir.
Q. Do you know anything regarding the condition of the rope?
A. No, sir; I never examined them.
Q. Do you know anything in regard to the safety catches on the cage?
A. No, sir.
Q. Have you any information you could give us that would throw any further light on the cause of this accident?
A. Nothing further than what I have stated.

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QUESTION BY MR. HALLIDAY.

Q. How long have you worked here?
A. About eighteen months.
Q. How many men get on the cage?
A. It is customary for six men, but I have seen seven and eight come up on the cage.
Q. Was there any attempt to keep them from getting so many on cage?
A. Yes, sir; if there were seven or eight men on the bottom when they were hoisting, they would get on rather than wait until the next cage.

STATEMENT OF HENRY W. HENDRICKSON.

Q. State your name.
A. H. W. Hendrickson.
Q. What is your occupation?
A. Blacksmith.
Q. You were at work this morning, were you not?
A. I came, but the accident occurred before I got here.
Q. You say the accident happened before you got here?
A. Yes, sir.
Q. Is it any part of your duty, Mr. Hendrickson, to examine these ropes in use here?
A. No, sir; not that I know of.
Q. Do you help the engineer?
A. Yes, sir; at times.
Q. Whose duty is it, do you know, to examine the cages?
A. I do; I repair the cages.
Q. Did you put a set of new clamps on these ropes lately?
A. I don't remember. I don't remember whether I helped to put them on or not. I know they were put on.
Q. Can you state what the conditions of the safety catches on this west cage were at the time of the accident?
A. The same as they were all the time.
Q. Do you mean to say that the safety catches were in good working order?
A. Yes, sir; just the same as if they were new.
Q. Have you tested those safety catches lately?
A. No, I don't think it was necessary.
Q. Have you examined these ropes lately?
A. No, sir.
Q. Do you know anything regarding the condition of these ropes?
A. No, sir.
Q. How do you know that these safety catches were in good working order?
A. As soon as the rope broke the cage dropped down and got as far as it could go and caught in the guides.
Q. Were you with the inspectors and mine managers and mine committee when they examined the cages and the safety catches since the accident occurred?
A. Yes, sir.
Q. How then do you account for the fact that the safety catches did not work, as stated by some of the witnesses here?
A. The safeties went out as far as they could reach.
Q. Do you consider a safety catch in good working order if it fails to catch in the guides and stop the cage?
A. I think that there was a link that interfered with the safety catches that kept them from working on one side.
Q. You say that you have not tested those safety catches lately?
A. Not since they rebuilt the cage, four or five months ago.
Q. Did you test the cages then when you rebuilt them?
A. No, sir.

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Q. I think you said that you formed the opinion that the rope fell down and the link came in contact with one of the catches and stopped it from catching the guides?
A. Yes, sir.
Q. On what grounds do you form that opinion?
A. Well, as soon as the rope broke it fell down.
Q. Do you think the rope did get down to the top of the cage?
A. Yes, sir.
Q. Did you ever test them out that way?
A. Not yet.
That is all, Mr. Hendrickson.

STATEMENT OF HERMAN HAYMONT.

Q. State your name.
A. Herman Haymont.
Q. What is your occupation?
A. Assistant mine foreman, room boss.
Q. Where were you, Mr. Haymont, at the time this accident occurred?
A. I was coming down from the wash house, where I had been changing, and some one hollered the rope was broke. I ran in here and put my bucket in and ran out, and somebody said that there were some men hurt. I met some one coming up, and they said that they were all killed. I went down and found that they were all alive when I got there.
Q. What did you do towards removing the injured men?
A. I did all I could to help them out. There was not very much I could do at that time. I got some canvas and fixed them up and phoned for the doctor.
Q. How long have you worked here?
A. Since I have been here the last time, I have been here about three years or three and a half. I have worked here before, though.
Q. Have you any knowledge of the condition of the rope in use at this mine at present, particularly the rope on the west cage?
A. No, sir; I thought the rope here was all right.
Q. Have you any knowledge of the safety catches on the cage?
A. I thought they were all right.
Q. Is it any part of your duty to look after these ropes or safety catches?
A. No, sir; never been instructed to.

QUESTION BY FERN.

Q. What time did this accident occur?
A. I would judge about five or seven minutes after seven this morning.
That is all, Mr. Haymont.

STATEMENT OF JOSEPH JAMES.

Q. State your name.
A. Joseph James.
Q. What is your occupation?
A. Engineer.
Q. Were you at work this morning?
A. Yes, sir.
Q. You lowered the mules into the mine this morning?
A. Yes, sir.
Q. How many cage loads of men had you lowered prior to the accident?
A. Three.
Q. This accident occurred with the fourth cage load of men, then?
A. Yes, sir; the fourth cage load.
Q. When the accident occurred, did you know what had happened?
A. No, sir, but I knew the cage was broke, but did not know where.

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Q. Have you instructions from Mr. Casselman, mine foreman, to look after the ropes, catches and machinery about the place?
A. No, sir; I have never had any instructions from him at all.
Q. Do you know whose duty it was to look after the condition of those ropes on the cages?
A. Well, over at the Wear Coal Company it was the duty of the engineer.
Q. Whose duty was it here?
A. Nobody's that I know of.
Q. How long have you worked here, Mr. James?
A. Almost two years.
Q. How long has the rope on this west cage on which the accident took place this morning been in use?
A. It was in use when I came here.
Q. Have you any knowledge regarding the condition of these ropes, particularly that west rope?
A. I favored the west rope more than I did the east one. Of course the ropes were not good. They were worn considerably and lots of broken wires in them.
Q. Do you know whether the safety catches in use on this cage were in good working order prior to the accident and at the time of the accident?
A. They were supposed to be. They generally work pretty good. It might have been that the piece of rope pulled them away from the guides.
Q. You have tested those safety catches, have you not?
A. Yes, sir.
Q. How long ago?
A. Last summer some time.
Q. And did they work properly?
A. Yes, sir.
Q. Was there anything that you could have done after the rope broke that would have helped to avert the accident
A. Nothing that I know of. When I seen the cage had broken, I put on all the steam I could to hold the other one from going to the bottom.

STATEMENT OF CLEVE PEGAN.

Q. State your name.
A. Cleve Pegan.
Q. What is your occupation?
A. I am tracklayer in this mine.
Q. Where were you, Mr. Pegan, this morning when this accident occurred?
A. Well, I was just about to step on that cage where the accident happened, me and Brother Symes, when somebody said that they would fine us a dollar. I stepped back from the west cage and was waiting until the next cage came up.
Q. From where you stood on top, could you tell that an accident occurred on that cage?
A. Well, I could not tell; I thought there was.
Q. Why did you think so?
A. Well, there was an awful racket up in the tipple and I ran back from the mine. I supposed the rope was broke.
Q. Have you any idea at what point in the shaft the accident occurred?
A. Well, I think it was down about half way in the shaft; not more than that any way.
Q. Have you any knowledge of the condition of that particular rope?
A. No, sir; none whatever.
Q. Have you any knowledge of the condition of the cage or safety catches on this cage?
A. No, sir.

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Q. In your judgment was the cage in good condition?
A. Well, I have rode up and down on the cage several times and did not think there was anything wrong with it. If I had thought there was anything wrong with it, I would not have got on.
Q. You say you don't know anything regarding the conditions of the ropes?
A. No, sir.
Q. Do you know what caused the rope to break?
A. No, sir; I don't know.
That is all, Mr. Pegan.

STATEMENT OF ELIE DEAN.

Q. State your name.
A. Elie Dean.
Q. What is your occupation?
A. Checkweighman at this mine.
Q. Where were you at the time this accident occurred this morning?
A. I was just walking up to the blacksmith shop.
Q. Did you go with the inspectors and mine managers when they made their examination of the conditions on the bottom of the shaft this morning after the accident?
A. Yes, sir.
Q. You have heard the statements made by a number of the former witnesses, have you not?
A. Yes, sir.
Q. You might state what you found in your examination this morning other than has been stated by former witnesses.
A. Well, we found in the shaft after we went down about 14 feet and 6 inches of rope that was broken, and we found that the west cage had sunk down about 12 inches in the rails, and we found that the west cage had caught at a point 41 feet from the top of the cage. The east safety catch did not catch. There was a space of about 8 feet from the top where the safety, after it first caught, did not catch. A space of about 8 feet had skipped until it caught again. The saftey catches as far as I could see were in good condition. They looked to be all right by looking at them. Of course we did not try them. There was no way of trying them. The rope looked to be about a square break.
Q. In your judgment what caused that rope to break?
A. From the looks of it, it looked as if the rope was rusted and weakened from rust.
Q. You say you are employed as checkweighman here?
A. Yes, sir.
Q. How long have you worked here?
A. I have worked here over two years but not as checkweighman.
Q. How long have you worked as checkweighman here?
A. At the present time only since the first of the year. Previous to this I have been on top seven or eight months, over a year ago.
Q. While at your work as checkweighman you have a good chance to see those ropes that are in use, have you not?
A. Well, yes.
Q. Have you any knowledge of the conditions of those ropes?
A. No, sir; never examined them.
That is all, Mr. Dean.

STATEMENT OF GEORGE REED.

Q. State your name.
A. George Reed.
Q. What is your occupation?
A. Coal miner.
Q. Where do you work?
A. At mine No. 7 here.

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Q. How long have you worked here?
A. About sixteen months.
Q. Where were you at the time this accident occurred?
A. Out here about the hydrant.
Q. You went into the mine this morning with the inspectors and mine managers and mine committee, did you not?
A. Yes, sir.
Q. From your examination, in your judgment, what caused the accident?
A. Well, the rope broke and caused the accident.
Q. Have you any knowledge of what caused the rope to break?
A. From the looks of it, it seems to be rusted.
Q. While below did you notice or did you examine into the conditions of the guides, and whether the safety catches had acted?
A. Yes, sir, I found where the safety had caught about forty-one feet from top of cage and I judge about twenty-five feet down it let loose again and skipped about eight feet and caught again. The safety catch on the east side of the cage never caught at all. It sunk into the guide where the cage is setting now.
Q. You say you have worked here about sixteen months?
A. Yes, sir, about sixteen months.
Q. Do you know how long this rope on this cage has been in use?
A. No, sir.
Q. Do you know anything in regard to the condition of this rope?
A. No, sir, I did not know there was anything wrong with it.
Q. Did you consider the cages to be in good condition?
A. Yes, sir, I thought they were.
That is all, Mr. Reed.

STATEMENT OF ARTHUR LUTNON.

Q. State your name.
A. Arthur Lutnon.
Q. What is your occupation?
A. Coal miner.
Q. Where do you work?
A. I work in the fourth south in the straight entry on the west side of this mine.
Q. How long have you worked here, Mr. Lutnon?
A. Well, the last time I started here I judge it has been about fifteen months.
Q. Where were you at the time of this accident?
A. Well, I was coming from home to work and met one of the boys at the railroad scales. He was running, and I made the remark that I supposed that he had forgotten something and said, "You will have to hurry," and he said the cage had fallen down and some men were hurt or killed, I forget which. I came on up here.
Q. You went into the mine since the accident in company with the inspectors and mine managers and mine committee, did you not?
A. Yes, sir.
Q. Did you examine the conditions of the affairs on the bottom at that time?
A. Yes, sir.
Q. Were you able to decide what caused the accident?
A. Why, the rope there was broken.
Q. Have you any idea what caused the rope to break?
A. Well, no, I don't.
Q. Have you any knowledge regarding the conditions of this prior to the time and at the time of accident?
A. No, sir.
Q. Have you any knowledge regarding the conditions of the cages and safety catches on same?
A. No, sir, I have had no chance of inspecting them before.

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Q. Do you know how long this rope on this west cage has been in use?
A. No, sir.
Q. Have you any information that you could give us that would tend to throw any further light on the cause of this accident?
A. Nothing more than on investigating the conditions of the rope, I found that it was badly worn in places.
That is all.

STATEMENT OF ALFRED GREMMEL.

Q. State your name.
A. Alfred Gremmel.
Q. What is your occupation?
A. Boss driver.
Q. How long have you worked here at that occupation?
A. The last time I have been here it is a little over two months. Two years prior to that I worked here as boss driver.
Q. Where were you to-day when this accident occurred?
A. On the bottom.
Q. How far from the bottom were you when the cage fell?
A. About ten feet, I should judge.
Q. Did those men make any outcry?
A. No, sir.
Q. What did you do towards rescuing the injured?
A. Took them off the cage as quick as I could; took three men off each way.
Q. Were any of those men killed by that fall?
A. Not outright.
Q. Were they all alive when you reached them?
A. Yes, sir.
Q. You say you took those men off the cage as speedily as possible?
A. Yes, sir.
Q. Then you got them to the top?
A. Yes, sir, to the top at once. We had them removed to the top as quickly as possible.
Q. In your judgment, what caused the rope to break?
A. Well, in my own judgment, I think something must have been done to the rope.
Q. What leads you to that belief?
A. Well, the remark has been made.
Q. That is what leads you to the opinion that something has been done to this rope?
A. Yes, sir.
Q. You went with the inspectors, mine managers and mine committee this morning after the accident, did you not?
A. Yes, sir.
Q. Did you examine that rope on the bottom?
A. Yes, with the mine inspectors.
Q. Did you examine the cage?
A. No, sir, I did not examine the cage.
Q. Did you examine the safety catches on the cage?
A. No, sir.
Q. Did you examine the guides in the shaft?
A. Yes, sir.
Q. What did you find on your examination?
A. Well, forty-one feet from the top of the cage I found that the safety had caught, and found that at two feet three inches from the top of the cage on the other cage where the east safety had caught.
Q. Did you examine the rope, that particular part of the rope that was on top, before you went below?
A. Yes, sir.

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Q. Have you any knowledge as to the condition of this rope prior to the accident?
A. No, sir.
Q. You don't know the condition of the rope?
A. No, sir.
Q. What was the condition of that part of the rope that you examined this morning on top here?
A. Well, the rope where the break was was in good condition.
Q. The rest of the rope, what condition was it in?
A. I should judge about twenty feet was not in a very good condition.
Q. Was it in a bad condition?
A. No, sir, in my judgment it was not.
Q. This twenty feet that you speak of, why do you say that it was not in a very good condition?
A Well, we found some broken wires in it.
Q. Many?
A. Well, a good many.
Q. Do you mean to say that in your judgment that the rope would not have broken unless it had been tampered with?
A. No, I could not say that positive.
Q. Then would you say that that rope could have broken without being tampered with?
A. Yes, sir.
Q. What reasons would any one have for tampering with the rope?
A. I don't know.
Q. Would it have been to cause it to break?
A. I don't know.
Q. Yet you have stated, have you not, that in your judgment you believe that rope was tampered with?
A. I believe it was tampered with or it was not properly oiled.
Q. Is it any part of your duty to look after the condition of these ropes or cages or the oiling of these ropes?
A. No, sir.
Q. Have you any knowledge as to whose duty it was?
A. I know whose duty it was before Mr. Casselman came here.
Q. Whose duty was it?
A. The engineer's.
Q. Do you know whose duty it is now?
A. No, sir.
Q. Have you any knowledge as to the length of time this rope has been in use.
A. Two years ago last summer they were put on.
Q. Have they been in use since that time?
A. Yes, sir.
That is all, Mr. Gremmel.

STATEMENT OF H. BAILEY.

Q. State your name.
A. H. Bailey.
Q. What is your occupation?
A. Cager at this mine.
Q. How long have you worked here?
A. Four months.
Q. Were you on the bottom when this accident occurred?
A. Yes, sir.
Q. You saw the cage fall?
A. No, I was about 70 feet back from the bottom.
Q. Did you help to rescue the injured?
A. Yes, sir.

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Q. Was any one killed by the fall?
A. No, sir; all alive when I got there; two died before we got them on top.
Q. What were their names?
A. Arthur Connery and Fritz Genther.
Q. You say you have worked here four months?
A. Yes, sir.
Q. During that time have you heard any complaints regarding the condition of these cages?
A. No, sir.
Q. Or the ropes in use?
A. No, sir.
Q. Have you any knowledge as to the conditions of the cages or ropes?
A. I supposed they were good.
Q. You have heard the statements of the other witnesses here to-day, have you not?
A. Yes, sir.
Q. Have you anything to state, that has not been stated, that would throw any light on this matter?
A. No, sir.
That is all.

MR. CASSELMAN RECALLED.

Q. Have you been in the habit of testing the safeties on those cages?
A. No, sir; I left that to the blacksmith and engineer.
Q. You left no specific orders?
A. No, sir; I told them to be sure and look after the cages.
That is all, Mr. Casselman.

STATEMENT OF MR. SPENCER.

Q. State your name.
A. C. F. Spencer.
Q. Are you a member of the firm, Spencer & Newland?
A. Yes, sir.
Q. Whose duty is it to do the purchasing for the firm?
A. I do it.
Q. Can you tell me, Mr. Spencer, when the ropes in use at this mine were purchased?
A. I have not been to the office since this accident. I just called the bookkeeper at the Stippville office, that is where the records of the company are kept, and he says he found the bill dated, I don't remember the exact date, but I believe it was the latter part of October, 1911, for two ropes.
Q. Do you know how long the rope on this west cage at this mine has been in use, prior to the accident?
A. I do not.
Q. Do you know anything regarding the condition of this rope at the time of the accident?
A. Nothing only in a general way. I considered the rope all right
Q. Have you made an examination of this rope prior to the accident?
A. No, sir; that is, no particular examination.
Q. What was the name of the firm from whom you purchased this rope?
A. Broderick & Bascom.
Q. Do you know the size of those ropes?
A. They were inch ropes, as I remember. I am not positive on that.
Q. Do you know anything regarding the condition of the safety catches in use on these cages?
A. The safety catches to my knowledge were in good order and I supposed they would work. I don't understand now why they did not.

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Q. You say you can not state how long the ropes were in use?
A. I don't know when they were put on.
Q. Have you any knowledge as to where I could obtain or from whom I can obtain this information?
A. No, not unless the former foreman and the men that were here could tell you. Now it is barely possible that we have a record of the daymen who worked here which shows the occupation of such daymen, that is what they were working on. It is possible that that record may show it.
That is all, Mr. Spencer.

STATEMENT OF THOMAS DAVISON.

Q. State your name.
A. Thomas Davison.
Q. What is your occupation?
A. Miner.
Q. Where are you working at present, Mr. Davison?
A. No. 3 Sheridan.
Q. How long have you been employed at No. 3 Sheridan?
A. I think about one and a half months.
Q. Did you at any time work for the Spencer & Newlands Company as mine foreman?
A. Yes, sir.
Q. How long did you work for that company?
A. Three years.
Q. What mine of the Spencer & Newlands Company were you employed at as mine foreman?
A. Mine No. 7.
Q. How long has it been since you left mine No. 7 as mine foreman?
A. My best recollection is the 18th day of Februray, 1913.
Q. You are aware, I suppose, that a very serious accident has occurred at this mine on the 14th day of this month?
A. Yes, sir.
Q. Where were you at the time this accident happened?
A. I was at home.
Q. Did you take any part in rescuing the dead and injured?
A. I was here when they were taking them out but never helped them.
Q. Do you know what caused the accident, Mr. Davison?
A. The rope breaking is all I can say.
Q. Do you know what caused the rope to break?
A. I do not.
Q. Have you any knowledge as to the length of time this rope on this west cage has been in use at this mine?
A. As near as I can come to it would be about 18 or 20 months, I would not say for sure.
Q. Was this rope hung while you were mine foreman at this mine?
A. Yes, sir.
Q. Can you state when it was put on?
A. No, sir; I could not say for sure when it was put on.
Q. Do you know what month?
A. Well, I would not want to say for that either; it was along in July or somewhere along in there. I would not be positive about that, July, 1912.
Q. Do you know anything regarding the safety catches on this cage at the time of the accident?
A. I do not.
Q. Have you examined this rope since the accident?
A. No, sir.

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Q. During the time you were mine foreman at this mine, Mr. Davison, did any one acting in official capacity, to your knowledge, ever condemn this rope?
A. No, sir.
Q. Did the mine inspector or any of his deputy's condemn this rope?
A. No, sir; not to me.
Q. Did they at any time order any repairs made to this cage or rope?
A. Yes, sir; one little chain put on the cage, and it was put there.
Q. When was that order given you?
A. I don't remember when it was.
Q. Who issued the order to you?
A. Mr. Pope.
Q. You say that Mr. Pope ordered a chain placed from the top of cage to the rope?
A. Yes, sir.
Q. Did he issue any other orders regarding this rope or cage to you?
A. No, sir.
Q. Can you tell me the names of the mine committee who served at this mine at the time Mr. Pope made the orders you speak of regarding this chain?
A. Yes, sir.
Q. Please give me their names.
A. William Spoonhour, Herman Haymont and James Curry.
That is all, Mr. Davison.

STATEMENT OF SPOONHOUR.

Q. State your name.
A. William Spoonhour.
Q. What is your occupation?
A. Miner.
Q. Where do you work?
A. No. 10, Sheridan.
Q. How long have you worked at mine No. 10, Sheridan?
A. Worked there since last July.
Q. Are you aware that a serious accident took place at this mine No. 7, Spencer & Newlands, on January 14?
A. Yes, sir.
Q. Do you know what caused this accident?
A. No, sir; don't know what caused it, only what they said that caused it.
Q. Have you ever worked at mine No. 7, Spencer & Newlands?
A. Yes, sir.
Q. When?
A. I could not tell you just exactly the date. I worked at this mine at the time Mr. Davison had charge of the mine.
Q. How long has it been since you worked at this mine?
A. I left this mine and went to No. 10, Sheridan, sometime in July.
Q. Did you leave here last July?
A. Yes, sir.
Q. When you worked at this mine, did you serve as a member of the pit committee?
A. Yes, sir.
Q. During your term as pit committeeman at this mine were you ever notified by the inspector that the rope on this west cage was unsafe?
A. He never said anything about the ropes being unsafe; he ordered some repairs put on and to have some chains put on the bars of the top of the cage to help to protect the rope, that in case the rope would break that help the loop.
Q. Who was the inspector that issued this order?
A. Pete Pope.
Q. Do you remember when that was?
A. No, I could not tell just exactly what date; it is too long away.

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Q. Did Mr. Pope ever condemn this rope?
A. Not to my knowledge.
Q. Have you any knowledge of the condition of this rope at the time of the accident?
A. No, sir.
Q. Do you know what the conditions of the safety catches on the cage were?
A. No, sir.
Q. If the inspector, Mr. Pope, had condemned those ropes during your term as pit committee, would you have known it?
A. I believe I would?

QUESTIONS BY FERN.

Q. Were the repairs that Mr. Pope order, you speak of, put on?
A. Yes, sir.
Q. If he had condemned the rope, what would you have done as pit committeeman?
A. I would have told the men not to work until they put a new rope on.
That is all.

MR. HAYMONT RECALLED.

Q. Did you serve as a member of the pit committee, together with James Curry and William Spoonhour, at this mine?
A. I did.
Q. Do you remember what time that was in, what year and month?
A. Well, it was, I believe, the first part of last year, 1913.
Q. While in that capacity, Mr. Haymont, have you any knowledge of any one ever having condemned this rope?
A. No, sir.
Q. If the rope had been condemned while you were acting as pit committeeman, would you have had knowledge of it?
A. Yes, sir.
That is all, Mr. Haymont.

STATEMENT OF JULES BERNARDING.

Q. State your name.
A. Jules Bernarding.
Q. What is your occupation?
A. Miner.
Q. Where do you work?
A. Mine No. 7, Spencer & Newlands.
Q. How long have you worked here?
A. Something like fifteen months.
Q. During that time have you ever acted as mine committee?
A. Yes, sir.
Q. At what time?
A. I am off the pit committee something like four months.
Q. How long had you served before that time?
A. I remember something like three months.
Q. Are you aware of the accident which occurred here on the 14th of January?
A. Yes, sir.
Q. Do you know what caused that accident, Mr. Bernarding?
A. I don't know exactly; just what I heard.
Q. Do you know anything regarding the conditions of the ropes in use at this mine?
A. No, sir.
Q. Do you know anything regarding the condition of the cages?
A. No, sir.
Q. Or of the safety catches on the cages?
A. No, sir.

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Q. During your term as mine committeeman were those ropes condemned by any one?
A. Never heard of it.
Q. Have you examined this rope that came off the west side since the accident?
A. No, sir.
Q. Do you know anything further regarding this accident?
A. No, sir.
That is all, Mr. Bernarding.

STATEMENT OF JACK ALBERT.

Q. State your name.
A. Jack Albert.
Q. What is your occupation?
A. Miner.
Q. Where do you work?
A. Mine No. 7, Spencer and Newlands.
Q. How long have you worked there?
A. I could not say for sure; about five years, I guess.
Q. Where were you at the time this accident occurred at this mine?
A. Standing right out there in the yard looking towards the mine.
Q. Did you take any part in getting the men out of the mine after the accident?
A. Well, I was down and helped as much as I could, and helped to wrap them up and cover them up to keep them warm.
Q. Were any of the men dead when you reached the bottom?
A. I could not say for sure. Old man Connery was laying there and I took notice of him and he did not seem to be breathing or groaning.
Q. Do you know what caused the accident?
A. Just the rope broke.
Q. Do you know what caused the rope to break?
A. Could not say.
Q. Do you know anything regarding the condition of the rope prior to the accident?
A. No, sir.
Q. Have you any knowledge regarding the conditions of the safety catches on the west cage?
A. No, sir.
Q. Have you any knowledge that you could give us that would throw any futher light on this matter?
A. No, sir.
That is all.

STATEMENT OF MR. RECTOR.

Q. State your name.
A. Richard Rector.
Q. What is your occupation, Mr. Rector?
A. Miner.
Q. Where are you employed?
A. No. 11, Clemens.
Q. You are aware that a serious accident occurred at this mine, No. 7, Spencer & Newlands on January 14, this year?
A. Yes, sir; that is what I heard.
Q. Have you ever worked at this mine No. 7, Spencer & Newlands?
A. Yes, sir.
Q. How long ago?
A. About a month ago I suppose was the last work I done here.
Q. How long did you work at this mine, No. 7, Spencer & Newlands?
A. About eight years, I believe.

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Q. Do you know how long this rope has been in use; the rope on the west cage?
A. It was between fifteen and eighteen months to the best of my knowledge?
Q. Would you say that it has not been used longer than eighteen months?
A. No, I would not say; it might have been there longer.
Q. Did you take any part in putting that rope on?
A. I believe I did.
Q. Did you ever serve on the mine committee while you worked here at this mine, No. 7, Spencer & Newlands?
A. Yes, sir; I served on the mine committee up until I quit here, I suppose about two months before I quit.
Q. At the time you were serving as mine committman did any one condemn this rope?
A. No, sir; not in my knowledge.
Q. Have you any knowledge of the conditions of the rope at the time of the accident or prior to the accident?
A. No, sir; I have not.
Q. Do you know anything regarding the conditions of the safety catches on this cage at the time of the accident?
A. No, sir; I don't.
Q. Can you state whether the safety catches on this cage acted at the time of the accident?
A. No, sir; I could not. I was not here.
That is all.
Is there any one here whom I have not called who can give any information that would help us to determine the cause of this accident. If so, I would be pleased to have them step forward. If not, that will conclude the taking of evidence at present and the case will be continued, that is my investigation will still be continued until I get a statement from ex-Deputy Mine Inspector James Pope. I have sent a constable after the gentleman and expect him here soon.

STATEMENT OF JAMES POPE.

Q. State your name.
A. James Pope.
Q. What is your occupation?
A. Coal miner; at present I am secretary of the Fraternal Order of Eagles.
Q. Were you at one time a deputy mine inspector of Kansas?
A. I was.
Q. How long did you serve as deputy mine inspector?
A. I could not state exactly.
Q. When did your term as deputy mine inspector cease?
A. Well, I would have to look up the report book, I worked two or three days without getting paid for it.
Q. About when did your term as deputy mine inspector cease?
A. About February, 1913.
Q. Are you aware, Mr. Pope, that a very serious accident occurred at mine No. 7, Spencer & Newlands, on January 14, in which six men lost their lives?
A. Yes, sir.
Q. Do you know what caused this accident?
A. I don't know.
Q. During your term as deputy mine inspector, did you at any time make an inspection of the mine No. 7, Spencer & Newlands?
A. I have.
Q. When did you last visit mine No. 7, Spencer & Newlands?
A. I have not got the date in my mind. I think I can find it though.

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Q. Have you an idea as to the time of your last visit to this mine?
A. No, sir, I would not say.
Q. During your term as deputy mine inspector, did you ever make an examination of the ropes in use at this mine No. 7?
A. No. sir.
Q. You say that you don't know what caused this accident?
A. Nothing only what I have heard.
Q. While serving as deputy mine inspector, did you ever test the safety catches that are used on the cages at this mine?
A. I did.
Q. Can you state when you made that test?
A. Yes, sir, a year ago.
Q. Do you know anything regarding the conditions of the ropes in use at this mine at that time?
A. I do not know.
Q. Have you any knowledge of the conditions of the ropes in use at this mine at the time the accident occurred on January 14?
A. Not being here for a year, absolutely none.
Q. Do you know whether the safety catches acted at the time the accident took place or not?
A. I would answer that question by asking you, how would you expect me to know?
Q. Do you know if they acted, or do you not know?
A. No, sir; I don't know whether they acted or not. I might say in regard to that, in my judgment, with proper care with them safeties—and they had not been broke since my last inspection in any way—that, in my judgment, they would have worked.
Q. Can you state what caused the rope to break?
A. I could not.
Q. Do you know that it did break?
A. I do not.
Q. Have you examined this rope since the accident?
A. I have not.
Q. Now then, Mr. Pope, I think you say that you made a test of those safety catches on this cage something like a year ago?
A. I will take it back in regard to the west cage, I don't know whether we put the planks under it or not, but I am sure in regard to the east cage, and I stopped the west cage and got on and looked at the safeties.
Q. Did you O. K. those safeties at that time?
A. I did not.
Q. Well, what was the result of your test? Did you find the safety catches acting correctly or otherwise?
A. I pronounced the safeties in order; I thought they were in accordance with the law, to the best of my judgment at that time.
Q. At any time during your term as deputy mine inspector, did you condemn the rope or ropes in use at this mine?
A. No, sir.
Q. If you have any information that would throw any further light on this accident, will you kindly inform us?
A. I would like to make a statement in regard to my last inspection of this mine.
Q. Does your last inspection include the examination of the machinery and ropes, or anything that has any bearing on this accident?
A. I don't know whether it has got anything to do with the accident or not.

Permission having been granted, Mr. Pope made the following request:

QUESTION BY POPE.

Q. Mr. Keegan, call Mr. Davison to the stand and find out if he has a copy of the last orders I left at this mine. I don't know whether the boiler inspections and ropes were brought in or not. I said no, but I am not going to say for sure, but I will try and find a copy of them for future reference.

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DAVISON RECALLED.

Question by Pope.

Q. Want to know, Tommy, if you have a copy of instructions I left here regarding the violations of law at this mine?
A. No, I have not got them.

QUESTION BY KEEGAN.

Q. Did Mr. Pope, when he examined those safeties and tested them, leave any instructions with you in regard to them?
A. The only thing that Mr. Pope said was that he considered the safeties all right.

QUESTION BY POPE.

Q. Has these safeties been broke since I examined them?
A. No, sir, that was before then.

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REPORT OF UNITED STATES BUREAU OF MINES DEMONSTRATIONS.

HELD AT PITTSBURG, PA., SEPTEMBER 22 TO 24, INCLUSIVE, 1913.

The demonstrations given under the auspices of the United States Bureau of Mines and American Mine Safety Association, at their joint field meet at Arsenal Park, Fortieth and Butler streets, Pittsburg, Pa., on September 22, were most successful.

Thirty-six teams were entered in the first-aid contest and five teams in the rescue-work contest. The first-aid contests were extremely spirited, and the dexterity shown was little short of marvelous. The following events were gone through by the contestants, and the work was of the highest order:

No. 6.—Three-men event. Left ear torn off; left shoulder dislocated; compound fracture of left leg.

No. 7.—Three-men event. Head, face, neck, arms and hands burned with gas ignition.

No. 8.—Four-men event. Patient unconscious from gas inhalation; right forearm broken; improvise stretcher and carry fifty feet.

No. 9.—Four-men event. Man is found lying on his back on live electric wire, unconscious; back burned at waist line; demonstrate three methods of his removal, treat, and carry on stretcher fifty feet.

No. 10.—Team event. Burns on face, neck, cheek, back and arms; carry over obstruction.

No. 11.—Team event. Leg cut off six inches below knee; simple fracture of right leg.

No. 12.—Team event. Injured spine or broken back; left hand cut on back and bleeding; carry fifty feet.

No. 13.—One-man event. Miner overcome by gas in a four-foot seam, with simple fracture of left arm; remove twenty feet and treat.

No. 14.—Two-men event. Miner found lying face down, unconscious, on a live electric wire; abdomen badly burned; rescue and give treatment.

No. 15.—Team event. Right hand cut off by motor wheels; dislocated left hip.

No. 16.—Team event. Simple fracture of right thigh; fifth and sixth ribs on left side broken; compound fracture of right wrist, with bright red blood, bleeding.

All of the contesting teams were composed of mine workers, and the skill they displayed in tying up the supposed wounds and setting the broken bones were on a par with work done by the average surgeon. The mine-rescue teams were made up of mine workers, with the exception of one team of the United States Bureau of Mines, and the demonstrations they gave of their work of exemplifying the manner of entering a mine and precautions to be taken in prosecuting mine-rescue work in case of mine disasters were very interesting and instructive. The use of the oxygen helmet and the manner of proceeding with mine-rescue work under the different conditions to be found in mines were demonstrated in fine shape. The first-aid team of the Penn-Mary Coal Company, of Heilwood, Pa., won the first prize and secured a splendid and valuable silver cup donated by the *Collier Engineer*. This cup was called the Colliery Engineer cup and will become the property of the Penn-Mary Coal Company team until the next annual meet, when it will be contested for again. The team winning this cup at two consecutive meets will become the sole owner of it. There were in all about a dozen good prizes given in this first-aid contest. A list of the teams winning

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the prizes can be obtained from the officers of the United States Bureau of Mines or of the American Mine Safety Association.

The most realistic and at the same time the most instructive lesson or demonstration was the exploding of the experimental mine at Bruceton, Pa. The Bruceton mine is situated about fifteen miles outside the city of Pittsburg on the Baltimore & Ohio railway. The mine is a drift into the mountain side. Two parallel entries are driven in a distance of 1303 feet and connected at intervals of 200 feet by crosscuts. Concrete stoppings eight inches thick are used in these crosscuts. The vein is 5½ feet in thickness and is a good quality of bituminous. The work of preparing this experimental mine for the dust explosion, which took place on the evening of September 23, was under the direction of George S. Rice and S. M. Jones, engineers in the employ of the United States Bureau of Mines, and these gentlemen took all visitors through the mine and explained the conditions and preparations that had been made for the purpose of creating a dust explosion within the mine, and for the purpose of obtaining measurements of pressure and evidences of flame as a result of the explosion. As before stated, the parallel entries had been driven in a distance of 1303 feet. At the face of the main entry a cannon was placed and loaded with four pounds of F. F. black powder with 8-inch clay tamping, and another cannon placed at the mouth of last crosscut leading to back or parallel entry, loaded in the same manner. The cannon were placed at the face of the main entry, pointing across the main entry for the purpose of cross-firing. Fifty pounds of coal dust was placed on a board at the mouth of each cannon and 100 pounds of coal dust scattered in the crosscut a distance of fifty feet. In addition to this, 1600 pounds of coal dust was spread along shelving on ribs a distance of 800 feet from the face on the main entry, making the total dust accumulation from 1800 to 2000 pounds in the main entry. At a point called station 500, or 800 feet from the face of the main entry, a barrier of ten shelves, covering a space of 60 feet, were arranged along the roof on boards, which held approximately 2½ tons of stone dust. Immediately outside of this barrier for a distance of 200 feet 400 pounds of coal dust was placed along the timbers. Four cars loaded with road dust were left standing on entry at stations 925, 1000 and 1075 from mouth of drift; fourth car at mouth of crosscut, near cannon. Pieces of guncotton were hung at different stations throughout the mine as a means to determine the extent of the flame in the mine during the explosion. In the back or parallel entry 400 pounds of coal dust was placed on shelves along the ribs for a distance of 200 feet from the face; then stone dust to the amount of 600 pounds was placed on sides and floor of entry for 300 feet; then coal dust to the amount of 400 pounds was arranged along the rib and on shelves for a distance of 200 feet outside of stone dust, then there was a gap 100 feet outbye this point; then stone dust 200 feet, ending at a point 250 feet from the mouth of the parallel entry.

The roof and floor of mine was damp. The coal dust used was obtained from coal taken from the mine and crushed fine with a hammer crusher at Mine Bureau building.

When all visitors that desired to had made the trip through the mine, every one went back along the hillside and prepared to witness the result of the firing of the canons in the mine, which was done by electric battery. Although the cannon at the face of main entry was the only one discharged, the result was the most realistic explosion of a mine possible. It let loose with a roar that could be heard for miles and a large volume of smoke was hurled from the mouth of the mine at a very rapid rate and the explosion was complete. No flame came out of the mine with the explosion, and it was therefore an excellent demonstration of the efficacy of stone dust in preventing the spread of explosions in coal mines, as

it indicated that the stone dust barrier had served its purpose well. The results of the explosion as determined by an examination of the mine the day following are as follows:

Ventilation: Intaking on main entry. 8000 feet.

Pressure: At station 750 pressure 55 lbs. per square inch.
At station 550 pressure 120 lbs. per square inch.
At station 150 pressure 12 lbs. per square inch.

Before explosion: Car No. 1, situated at station 925. After explosion: On track at 954.

Before explosion: Car No. 2, situated at station 1000. After explosion: Off track, corner of car against rib at 1045.

Before explosion: Car No. 3, situated at station 1075. After explosion: Off track diagonally across entry at 1222. Car almost turned over at one place; sideboards badly broken; dirt all out.

Before explosion: Car No. 4, in crosscut mouth near the cannon. After explosion: Against the rib in air course opposite crosscut, one-half of dirt thrown out.

Condition of shelving: Shelving of barrier badly wrecked. Shelving from 1075 to 1222 badly broken by car which was blown in. Elsewhere shelving broken in places. Not broken in parallel.

The concrete stopping at station 650 from mouth of mine showed two vertical cracks running from top to bottom one-sixteenth inch wide, and some minor cracks.

Flame Indications in Main Entry.

At 375, a little guncotton left; at 350, guncotton gone, wire broken; at 325, guncotton partly burned; at 120, guncotton gone (probably blown out, but not burned); at 250, last center guncotton burned. The guncotton at station at side not burned, and circuit breaker not burned.

Flame Indications in Parallel.

Found at stations 825, 775, 750, and at 725, guncotton, some gone from the wires; at 700, partly burned; at 675, partly on wire; at 665, all on wire. No flame indications outward beyond station 725.

Timbers: A few of the timbers were found on the opposite hill. One 8 x 8 shelving post found 250 feet from mouth, outside of the mine; one 8 x 8 shelving post found 300 feet from mouth on outside of mine.

From the above it will be noted that the loaded cars left standing on the entry were not disturbed by the force of the explosion but were driven back towards face of main entry by the extreme pressure attained at stations 600 to 550 from mouth of mine, and it was also opposite these points of extreme pressure of explosion that the concrete stopping was broken, from which I conclude that the explosion traveled comparatively slow from the initial point and gained speed on its outward course, reaching its maximum speed and pressure at a point about 750 feet from face of main entry at station 550, where it was intercepted by the stone dust barrier, over which barrier the flame traveled only 100 feet and was subdued before it reached the mouth of the mine. The pressure also being reduced from 120 pounds to square inch at station 550 feet from mouth of mine to 12 pounds to square inch at a point 150 feet from entrance of mine.

The experiments and demonstrations at the Arsenal Park on the 24th were highly entertaining and educational. Gas lamp tests were made in the steel gallery with air velocity of 700 to 2500 cubic feet per minute with 8½ per cent Pittsburg marsh gas, angle and horizontal currents being used. The Davy lamp was tested with air velocity of 700 cubic feet per minute with 8½ per cent of marsh gas and no variation of air current taking place during test. The gas mixture being complete throughout the gallery, which had an area of one-half square foot and

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an area of cross section according to size of gas lamp used. The Davy lamp exploded the gas in gallery within nine seconds after being placed therein. A gas lamp of the improved Wolfe make withstood the test for one and one-half minutes without exploding the gas, and was taken out, and beyond being a little hot was in good condition after the test. The Baby Wolfe lamp also withstood a severe test with an air velocity of 700 cubic feet per minute and 8½ per cent gas mixture, and was taken out at the end of 15 seconds without exploding the gas, and the glass on lamp cracked. Numerous other tests were made with safety lamps in gas of different percentages with air at normal temperature, all of which were successful and instructive. There were also a number of important demonstrations made with dynamite.

The American Mine Safety Association meeting developed a good feeling among the attendants of the demonstrations. Plans were made for the future development of the association and for the promoting of the cardinal principles of the association, viz.: The conservation of the lives of miners and the necessity of adopting life-saving devices and rescue apparatus at the mines. Also the importance of the motto of safety first and first aid to the injured in case of accident.

I was highly pleased at the interest manifested by the miners, operators and mine inspection departments of the Southwest and the election of Joseph Fletcher as second vice-president of the association, as it speaks well for the future of this organization and no doubt will insure a greater amount of interest in the success and development of the association in this mining distict.

Every one present, and there were five hundred mine experts, miners and coal operators who witnessed the explosion of the mine at Bruceton, were unanimous in their expression of satisfaction at the result, and all were equally outspoken in their praise of the officials of the Bureau of Mines and Mine Safety Association for the courtesies extended them throughout the exercises.

I might state that the Government Bureau of Mines have purchased a large automobile rescue car, which they now use at the Pittsbug, Pa., headquarters. The car is a beauty and carries a crew of ten or twelve men and all necessary equipment for rescue work. It is the intention of the bureau to purchase a number of this type of rescue cars to be installed at different points throughout the United States for the prosecution of rescue work at the mines.

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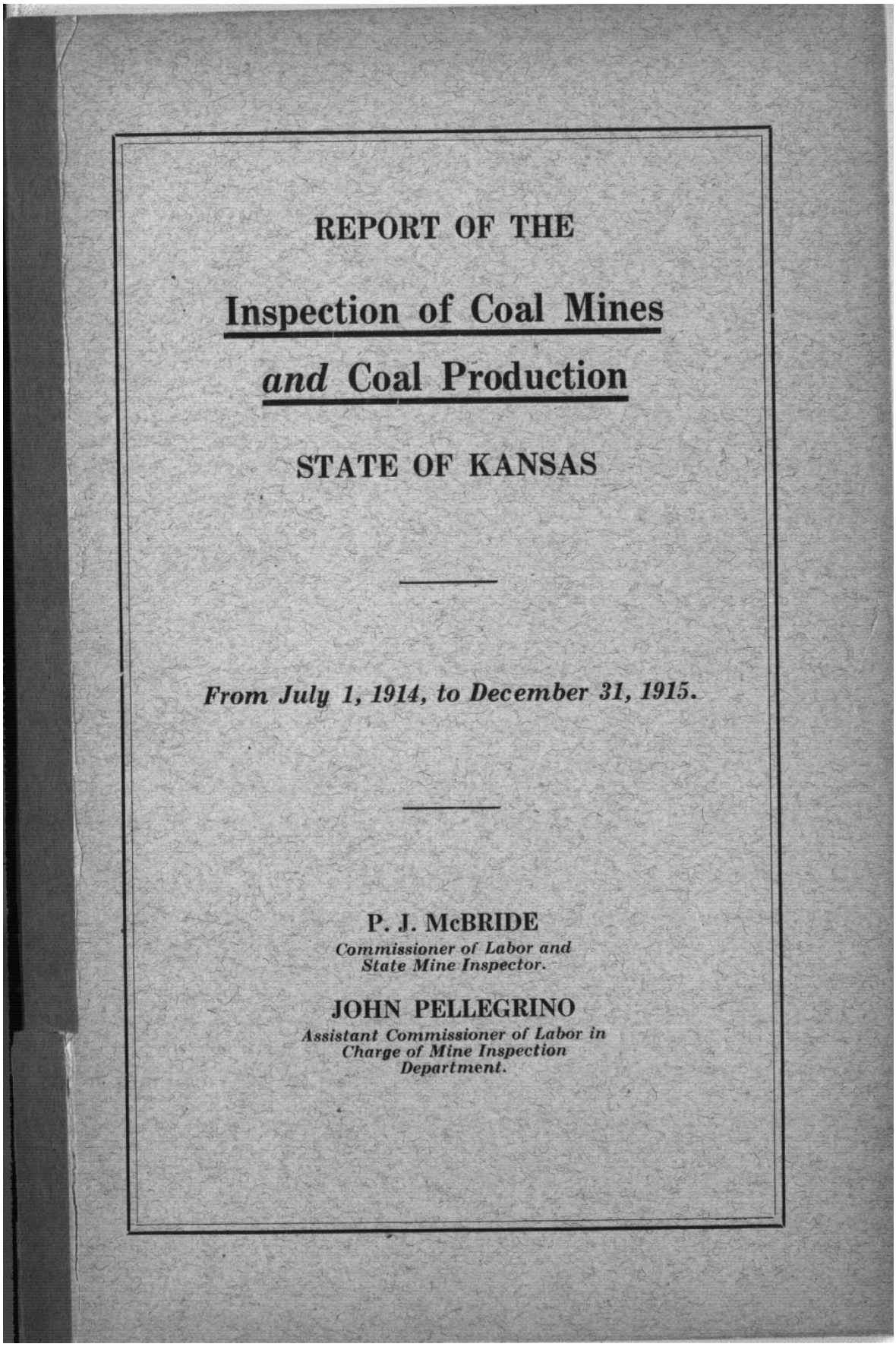


REPORT OF THE

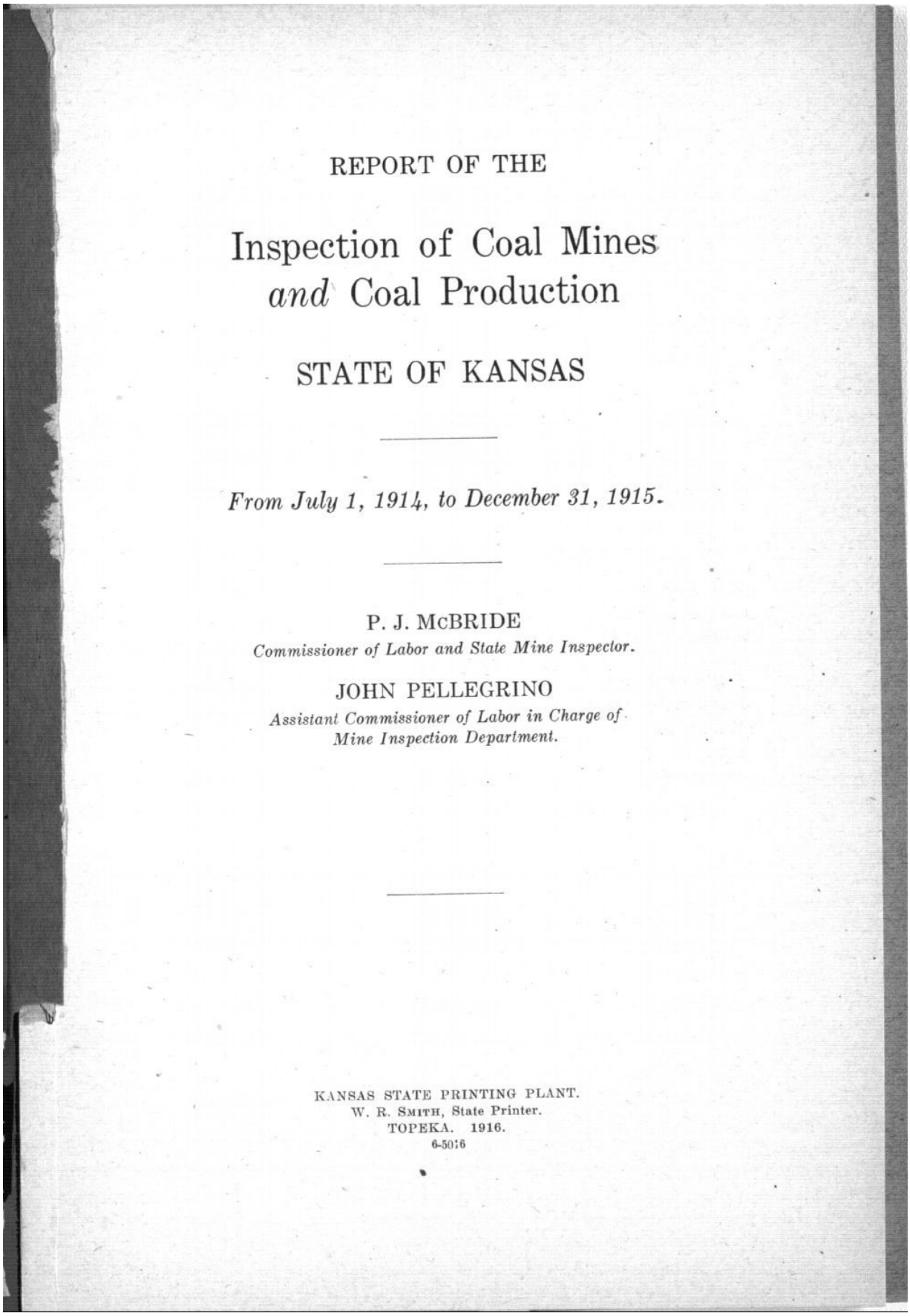
Inspection of Coal Mines *and* Coal Production

STATE OF KANSAS

From July 1, 1914, to December 31, 1915.

P. J. McBRIDE
Commissioner of Labor and State Mine Inspector.

JOHN PELLEGRINO
Assistant Commissioner of Labor in Charge of Mine Inspection Department.



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COAL MINE INSPECTION DEPARTMENT,
STATE OF KANSAS.

Commissioner of Labor and Industry, Factory, Mine and Fire Inspection, and Free Employment Bureau.

P. J. McBRIDE ..... Topeka.

Assistant Commissioner of Labor, in charge of Mine Inspection Department.

JOHN PELLEGRINO ..... Pittsburg.

Deputy Mine Inspectors.

JAMES SHERWOOD ..... Capaldo.
CHARLES PAISLEY ..... Pittsburg.
MARTIN KOTZMAN ..... Frontenac.
FRED GREEN ..... Columbus.
THOMAS TURVEY ..... Scranton.

GEORGE KNOLL, *Stenographer*, Chicopee.

State inspector of coal mines reports

LETTER OF TRANSMITTAL.

STATE OF KANSAS,
DEPARTMENT OF LABOR AND INDUSTRY,
DIVISION OF MINE INSPECTION,
PITTSBURG, KAN.

Hon. P. J. McBride, Commissioner of Labor and Industry, Topeka, Kan.:

DEAR SIR—I have the honor of submitting to you, and through you to the Hon. Arthur Capper, governor, and to the honorable legislature of the state of Kansas, the twenty-third report of the coal-mine inspection department, embracing reports of the coal production and the condition of the mines in this state for the fiscal year ending June 30, 1915, and also for the six months ending December 31, 1915.

Very respectfully,

JOHN PELLEGRINO,
Assistant Commissioner of Labor,
In Charge of Mine Inspection Department.