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THREE MEN KILLED!

A Terrible Fatality in the War Eagle Mine This Morning.

THE MEN FELL DOWN 350 FEET

Engineer Rock Hull Lost Control of the New Electrical Engine and the Skip Fell With Five Men on It—Two Severely Injured and May Die.

Killed—H. A. Honeyford, James O. Palmer, Thomas Nelville.

Injured—W. F. Schofield, Mike Cook.

At 12:30 o'clock this morning an accident occurred in the War Eagle by which three men lost their lives and two were severely injured. At the hour mentioned Thomas Nelville, H. A. Honeyford, James O. Palmer, Mike Cooke and W. F. Schofield got on the skip in the main shaft of the mine for the purpose of going from one level to another.

R. Hall, who was the engineer in charge of the electric hoist, seems to have lost control of the skip in some inexplicable manner, and the result was that it dropped from the 250-foot level to the 600-foot level, a distance of 350 feet. The skip was smashed and broken, and the dead and the wounded mixed up in the wreck. The miners working in the other parts of the mine hurried to the rescue of their unfortunate comrades. It was found that Thomas Nelville, A. J. Honeyford and James O. Palmer were killed. Michael Cooke and W. F. Schofield were severely injured.

The cage was so badly smashed and the machinery was so out of order that it was found to be impossible to hoist the dead and wounded out in this way. Short ladders were secured, and the wounded were fastened to them and taken by the miners to the surface through the Iron Mask workings.

They were taken to the Sisters' hospital, where their injuries were attended to. It is said that they are pretty badly hurt, but just how seriously could not be learned this morning.

The dead were brought out in the same manner and taken to the undertaking establishment of Lockhart & Jordan, whither they were escorted by a number of their friends and fellow workers.

News of the accident reached this office at too late an hour to learn more of the particulars of the tragedy or to state who is responsible. It is not the responsibility for the terrible accident can be laid on the shoulders of the proper parties.

The terrible accident which happened at the War Eagle mine Saturday morning, was one of the most frightful that has ever occurred in the Rossland camp. Five men started to come up from the 250-foot level and got into the skip in the ordinary way. They were fully entitled to ride in the skip, and were passengers in the ordinary way going on service from one part of the mine to the other. When the signal was given for the hoisting of the skip, the engineer, who was in charge, made considerable exertion of strength, he braced himself, and as he did so, the lever gave way. The power had once been turned on, and the drum at once began to revolve for a downward trip. The quick release of the lever when the great exertion was put forth, threw Rock Hull, the engineer, backward to the steps coming up to the platform, and before he could pick himself up the accident probably happened.

In the power room are two separate drums, each running a skip, and these can be arranged to run either way, and either separately or together.

Letters for the engineer in charge to handle, the two center ones being connected with the clutches that work the drums, one lever for each drum, and two others work the strap brakes. These levers are connected like all other levers, by pins, and these pins are held in place by nuts. One of these nuts, by some means, became loosened, and left the connecting pin a chance to work out. It was this pin that caused the accident. It worked its way out, and when the signal came the drum started. The skip started down with frightful velocity, and with the result that H. A. Honeyford, James O. Palmer and Thomas Nelville were instantly killed, and W. F. Schofield was so badly hurt that he died at 1 o'clock yesterday, while Michael Cooke, who was slightly hurt and will recover.

This is the explanation given by the company, and which was told to the coroner's jury yesterday afternoon by the mine captain, John Fitzwilliams, Engineer Bonner and other representatives of the company.

So soon as the news was received down town, Coroner Bowers proceeded on holding an inquest, which is required by law, and by his instructions a jury was empaneled. This consisted of Messrs. Robert White (foreman), John W. Roberts, Robert G. Grigor, Hector McPherson, Andrew Daly and Thomas Bewick. These met in the city council chamber yesterday at 8:30 P. M. and after being sworn in, were taken over to the morgue to view the remains, and on their return Dr. Jones said:

"Before proceeding to take any evidence it would be well to consult the representative of the mine, A. C. Galt, the representative of the provincial government, John Kirkup, the gold commissioner, and any of the representatives of the deceased miners. I would like to have Messrs. Galt and Kirkup consult for a few minutes with Wm. Richards, the cousin of the late Thomas Nelville."

After a consultation between these gentlemen, it was stated to the jury that there was no necessity to hurry the inquiry, and that it would probably be better in the interests of all concerned that the inquiry should be adjourned until Monday afternoon at 2 o'clock, and that the jury should sit each afternoon for two or three hours, and in the meantime the machinery of the War Eagle should remain just as at present, and that the jury should have an opportunity of viewing the particular part of the machinery where the accident was caused.

A. C. Galt, the attorney for the War Eagle company, said the company was anxious to give every facility to the inquiry, but they did not want the mines closed down indefinitely, while quite willing that the particular parts of the machinery where the trouble arose should be held over for the inspection of the jury, and should not be disturbed.

This will be done so soon as the victims of the catastrophe have been buried. Mr. Galt gave some hint of the explanation the company had to offer for the regrettable accident, and while the boss was reached later in the afternoon, the whole theory was explained. In the meantime, however, the machinery had been put in running order, the skip was up in the hoist showing little sign of disaster, the bolt or pin that had slipped out was screwed up and the strap brake had been tightened and adjusted.

While the jury was in the hoist house these matters were fully gone into and the plan by Mine Captain Fitzwilliams and Engineer Boomer. The jury was very persistent in being placed in possession of definite information and the officials of the company, who were evidently not most sorrowful of the assemblage, gave them every facility and every particle of information possible.

The inquiry to open tomorrow will, however, show definitely to whom the blame belongs. The chief engineer of the hoisting machinery is E. J. Balfour, and his evidence and all who have any knowledge of the matter will be taken.

The inquiry will be held tomorrow afternoon at 2 o'clock. Mike Cook, the well-known football player, who is a member of the Irish International team and who was one of those in the skip, undoubtedly had a very narrow escape. He fell a distance of 375 feet and is not only now alive, but will be around in good shape by tomorrow if not today.

The funeral of the four victims of the disaster will probably be a public one and be held on Tuesday next.

COUNCIL MEETING. The Bylaws Reconsidered and Passed—Grant for Federal Buildings.

At the regular weekly council meeting Tuesday evening were present His Worship the Mayor, Aldermen Thompson, Laidlaw, Clute, Hooson and Edgar. The only absentee being Alderman McCrae. The mayor invited Messrs. McFarlane, Beamish and Macdonald, delegates from the Carpenters' Union, to address the council. The delegates stated that the city had recently erected some buildings by day labor, paying ordinary laborers \$3 per day for 10 hours for doing carpenter work, and they claimed that skilled labor should have been employed and paid accordingly. They also claimed that side-walks should be laid by skilled labor only and upon union rates as to time and wages.

The progress of the discussion it came out that the building referred to by the speakers was a small shed used for storing hay for the corporation horses. The matter was referred to the board of works, who will report at the next council meeting.

Bylaws 41, 42 and 43, being the bylaws recently voted on and a motion to reconsider was made and finally passed. The street improvement bill will come in force, if not moved against, on July 1st, next, and the water and light bylaw on September 1st.

The chief of police was instructed to prevent any one advertising on the bluff. All the front windows in Postmaster Wadd's residence were shattered yesterday by the heavy charges used by the day labor contractors, and in addition some other damage was done. The contractors will be at once notified to stop the practice and will be held for the damage done. The application of the Economic Gas Apparatus Construction company of Toronto, through Dr. Dolittle, for a city gas franchise, was referred to the board of works.

Alderman Clute drew attention to the fact that no provision had been made in the supplementary estimates at Ottawa for federal buildings in response to the application of the council and the board of works suggested that delegates be sent to Ottawa to press the matter. The mayor stated that he had joined H. W. Mackinnon, secretary of the board of works, M. P. at Ottawa, asking him to push the application for the \$100,000 grant already granted by the federal government.

Mr. P. J. Ottaway, a War Eagle miner, said that he rode up on the skip on the 19th he was on duty in the War Eagle mine as night foreman. The 11 o'clock shift went to work on time, as usual, at 11 o'clock, he was the last man on the 12:30. Ferguson said he rode up and down on the skips four times. When the accident happened he was in the shaft at 225 feet and saw the skip start to crash. He went and saw what had taken place in the shaft, and at once summoned help, arranged to bring the injured men up to the surface, and the superintendent of what had taken place. Subsequently he went to see the engineer at the hoist to ascertain what was the matter. He should have been employed and paid accordingly. They also claimed that side-walks should be laid by skilled labor only and upon union rates as to time and wages.

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A STRICT INQUIRY.

The Coroner's Inquest Into the Recent War Eagle Disaster.

HULL STATES HOW IT HAPPENED

The Nut Was Shaken Off and the Bolt Fell Down—Could Have Saved the Men If He Had Not Fallen—Master Mechanic Adds His Testimony—Other Witnesses.

The coroner's jury impaneled to inquire into the cause of the terrible accident in the War Eagle mine, which on Saturday afternoon after viewing the bodies of the four men who were killed, and inspecting the machinery, at 2 o'clock, the coroner's jury was called and the delegates stated that the city had recently erected some buildings by day labor, paying ordinary laborers \$3 per day for 10 hours for doing carpenter work, and they claimed that skilled labor should have been employed and paid accordingly. They also claimed that side-walks should be laid by skilled labor only and upon union rates as to time and wages.

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should have charge of the hoist at a time. "One mind should control the levers," said he, "or the risk of an accident would be increased. It would be a detriment to have two men working the hoist at the same time."

The witness concluded by stating that he was competent to take the machinery down or put it up, and put up smaller plants somewhat of the same kind. E. J. Balfour, mechanical engineer, testified that he was the master mechanic of the War Eagle mine, and had been that post for over two years. He was familiar with the machinery in question, and held a certificate as master mechanic. He did not superintend the erection of the new plant. The Cooper company had a man for that. He could not say if the company had formally taken over the plant. He personally and caused several improvements to be made since the plant had been put in. He knew the bolt referred to. It was a part of the Cooper company's work. He inspected the nut three times every day. It was the duty of the man in charge to inspect in his absence. The machinery should be inspected every little while. Vibration was the only assignable cause for the accident, and the only remedy he could suggest was constant inspection and the greatest care on the part of the operator. Mr. Balfour stated positively that he examined the nut in question about 5 o'clock on the evening previous to the accident. He explained that the nut was taken off frequently to adjust the friction, and for that reason an ordinary nut was used. A nut with a split key would be used. A man with a split key would be used. A man with a split key would be used. A man with a split key would be used. A man with a split key would be used. A man with a split key would be used.

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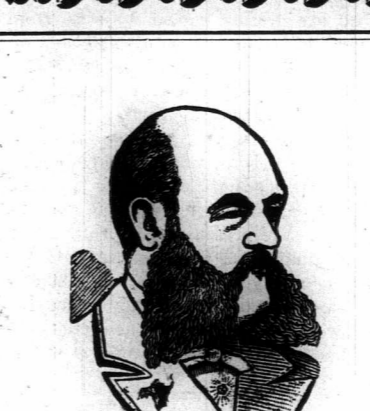
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Before I consulted Doctor Reeves my stomach was very bad. The severe pains, belching, bloating and sour risings was awful. I lost 40 pounds in less than a year. I thank God it was my fortune to go to this great doctor, who cured me."

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People afflicted with any disease whatsoever should write to Doctor Reeves.

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"Doctor Reeves cured me of consumption after two doctors had given me up for dead. His Discovery is certainly an absolute cure for consumption if taken in time. If you have consumption go to Dr. Reeves for he is the only doctor I have ever heard of that could really cure consumption."