

SEARCHING FOR THE BODIES

Straining Every Effort to Find the Bodies in Number Six Shaft.

Working Parties Will Probably Reach the Fatal Spot To-day.

But Great Caution is Necessary to Avoid Another Explosion.

The four experts who have taken charge of the operations at the Union mine for the recovery of the bodies of the victims of Friday's awful disaster have hopes of reaching the portion of the mine in which the men who lost their lives were working, some time today. Until then nobody can give any opinion as to the cause of the disaster which robbed so many homes of their bread-winners. Those not acquainted with the mine thought the work of recovering the bodies would take a couple of weeks, but as early as last night the parties had slowly pushed their way through the workings of No. 5 mine into the workings of No. 6, the wrecked mine, in which the bodies are. The story of the disaster and the efforts to reach the entombed men before their lives were despaired of, the operations to put out the fire and clear the mines of gases, to allow of the bodies being recovered, is told in the despatches from the Colonist's staff correspondents on the scene. The details were slow in coming out, owing first to the distance that the correspondents had to travel to the scene, and again through the fact that the operators at Union had not been allowed to die the long despatches offered him. On Sunday, however, things changed. A messenger from the mine arrived at Premier Dunsuir on his arrival did everything possible to make the task of the newspaper men an easier one. He arranged for interviews with all the officials who could throw any light on the circumstances of the disaster, and, in fact, all information that was available to the news gatherers.

On Sunday news came that the fire had been put out, the mine being flooded to a depth of 42 feet. At 3:40 General Manager Little, accompanied by Inspectors McCreoch and Reid and others, descended No. 5 and penetrated the passageway leading to No. 6, a distance of 340 feet, where they placed a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine. The next shift, which went down under Fire Boss Johnson, at 4 a. m., repaired the brattice, thus carrying the mid-wall along and bringing the current of air further into the mine for the first time. The gasous matter further back as they pushed forward. As a matter of extra precaution, the men were not allowed into the workings of No. 6 until the board of the brattice and copper hammers, which were used for the first time, came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6. The first shift came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6. The first shift came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6.

On Sunday news came that the fire had been put out, the mine being flooded to a depth of 42 feet. At 3:40 General Manager Little, accompanied by Inspectors McCreoch and Reid and others, descended No. 5 and penetrated the passageway leading to No. 6, a distance of 340 feet, where they placed a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine. The next shift, which went down under Fire Boss Johnson, at 4 a. m., repaired the brattice, thus carrying the mid-wall along and bringing the current of air further into the mine for the first time. The gasous matter further back as they pushed forward. As a matter of extra precaution, the men were not allowed into the workings of No. 6 until the board of the brattice and copper hammers, which were used for the first time, came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6. The first shift came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6.

On Sunday news came that the fire had been put out, the mine being flooded to a depth of 42 feet. At 3:40 General Manager Little, accompanied by Inspectors McCreoch and Reid and others, descended No. 5 and penetrated the passageway leading to No. 6, a distance of 340 feet, where they placed a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine. The next shift, which went down under Fire Boss Johnson, at 4 a. m., repaired the brattice, thus carrying the mid-wall along and bringing the current of air further into the mine for the first time. The gasous matter further back as they pushed forward. As a matter of extra precaution, the men were not allowed into the workings of No. 6 until the board of the brattice and copper hammers, which were used for the first time, came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6.

On Sunday news came that the fire had been put out, the mine being flooded to a depth of 42 feet. At 3:40 General Manager Little, accompanied by Inspectors McCreoch and Reid and others, descended No. 5 and penetrated the passageway leading to No. 6, a distance of 340 feet, where they placed a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine. The next shift, which went down under Fire Boss Johnson, at 4 a. m., repaired the brattice, thus carrying the mid-wall along and bringing the current of air further into the mine for the first time. The gasous matter further back as they pushed forward. As a matter of extra precaution, the men were not allowed into the workings of No. 6 until the board of the brattice and copper hammers, which were used for the first time, came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6.

On Sunday news came that the fire had been put out, the mine being flooded to a depth of 42 feet. At 3:40 General Manager Little, accompanied by Inspectors McCreoch and Reid and others, descended No. 5 and penetrated the passageway leading to No. 6, a distance of 340 feet, where they placed a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine. The next shift, which went down under Fire Boss Johnson, at 4 a. m., repaired the brattice, thus carrying the mid-wall along and bringing the current of air further into the mine for the first time. The gasous matter further back as they pushed forward. As a matter of extra precaution, the men were not allowed into the workings of No. 6 until the board of the brattice and copper hammers, which were used for the first time, came up from the pit they had fixed the gas in the brattice and carried air along to the workings of No. 6.

WELER BROS. Up-to-Date Styles at PARIS, BERLIN, LONDON.

Official List of the Dead.

- WILLIAM B. WALKER, 48 years, foreman of No. 6 mine; married; leaves a wife and four daughters, his two sons being lost in the explosion with him. WILLIAM WALKER, 20 years. GEORGE WALKER, 16 years. JOHN ALLISON, male driver; single, about 20 years. It was his first day at work in the pit. ROBERT STEELE, eager; single, about 30 years. ROBERT FLECK, from Scotland; about 40 years; married; leaves wife and six children, 20 years. WILLIAM DAVIS, about 45; single; arrived about a month ago from Newcastle mines. JAMES C. ROSETTI (Italian), about 36 years; married; leaves wife and one child in Turin, Italy. Had been employed at Union for 12 years. JAMES HALLIDAY, about 45; married; leaves wife and family at Lethbridge, N. W. T. He intended to send for them in a month. CHAS. BONA (Italian), about 30 years; married; leaves wife and family at Cumberland. He had been at Union several years. DUNCAN MUNRO, about 40; married; leaves wife and family of six at Cumberland. He arrived lately from Extension. LOUIS SIMONDI (Italian), about 50; married; leaves wife and family at Cumberland. He had been at Union about 12 years. JOHN WHITE, about 42 years; married; leaves wife and five children, oldest boy about 16 years. He had lived at Union since the mine began, and is the eldest son of James White, ex-foreman of the mine. ANDREW SMITH, about 40; single. Worked in the district collieries for a number of years. THOMAS LORD, about 33; single. Lived at Union about six years. WILLIAM SNEDDIN, about 40; married; leaves wife and large family. He was going down the mine for the tools, intending to go to Nanaimo, where he had had a house. PETER BARDISONA (Italian), about 35; married; leaves wife and four children at Cumberland. ANTONIO MAFPAPO (Italian), 28; single. He was a late arrival. DUNCAN MCINNIBB, about 30 years, widower. Also a late arrival. GEORGE TUBERILL, timberman, about 22 years; married about a year ago and leaves a wife at Cumberland. The weighman reports that 64 men—20 whites, 9 Japanese and 35 Chinese—went down the mine, and not one has been taken out.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

Up-to-Date Styles at PARIS, BERLIN, LONDON.

Our first consignment of Fall Goods in the Upholstering, Drapery and Curtains line are now on sale, and we can only say that for coloring, artistic effect and value we have surpassed ourselves in these last purchases.

Latest Novelties from Paris, Berlin, London.

WELER BROS.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

TAKING THE DEAD FROM THE MINE

Searchers in Number Six Shaft Have Recovered Several of the Bodies of the Unfortunates Who Perished.

Cumberland, Feb. 18.—To-day many of the dead were taken from No. 6 mine. The work is being carried on through No. 5, though some work is being done in the shaft of No. 6 for the purpose of clearing the debris above the 50 feet of water, about 10 feet of which was pumped in after midnight to cover a crosscut a little way up from No. 1 level, thus making further precaution against gas. The bodies are therefore all brought up from No. 5, being carried along the main level of that mine from No. 6. Although there were quite a number of men at the pit-head when the first bodies were taken up this morning, there have been no scenes, not a great gathering being present other than those engaged in the work. There are no sad scenes such as have sometimes been seen in similar cases, the bereaved wives and mothers all being kept to their homes by consoling friends. That sorrow stalks in the town, though, is plain to see. The crews being at the pit-head, in which is piled up some sixty coffins, two undertakers being busy all day and the notices of funerals posted on the street corners surrounded by crowds of men, tell their own sorrowful tale.

THE FIRST BODIES.

The first bodies found were those of Daniel McInnes, a single man who was working in the farthest stall from shaft No. 6, and his Japanese helper. When the shift came off about 12:30 this morning at No. 5, they reported having pushed the work of connecting the brattice to within a few yards of the stall where McInnes was working; in fact, when the work was finished, they could see his curtain, which switched a current of air into his working, which entered the main level of No. 6 about 40 feet from where brattices were carried to last night. Near his workings they had found McInnes' coat, which had evidently been hung up in the main level. This was torn in two, and was the only mark of the force of the explosion, for the timbers of the roof and in other places were intact, and there was no other mark of the explosion; nor were the remains of the victims injured, but the bodies were found in the main level. They had unmistakably been killed by after-damp which followed the explosion.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

Men A

Two Men

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.

...the accident. He went down with the first shift after the officials and inspectors came up at 11 p. m., from a second investigation. His party of 64 men, before they came up at 4 a. m., got within 80 yards of the first workings of No. 6 mine. About 10 minutes before the explosion the two mines stopping was found to have been blown out by the explosion, all the others having been intact. They put up a new stop and carried good air to the last workings of No. 5, going to the farthest crosscut of the mine.