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Best in Scranton Will be in the future as good as oats that can be

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## PERSONAL.

Mrs. H. W. Kingsbury is visiting her parents at Warwick, N. Y. Dr. Joseph M. McDowell, of 240 Adams avenue, has returned from a short visit to Philadelphia.

Miss Helene G. Hull and Miss M. E Jones, of Scranton, were among the pas-sengers upon the steamship Umbria. Ex-Sheriff and Mrs. Charles Robinson are receiving congratulations over the arrival of a baby boy at their home, on

On the Umbria, which grounded near Sandy Hook while passing out of New York harbor Saturday, were Samuel Wyatt and Mrs. T. Owen Charles, of this city, and Mrs. Robinson, of Olyphant. There were many from Wilkes-Barre on board. The big vessel got clear of the land after a delay of about twelve hours.

Sab. Williams, who has been mine fore-man at the Blue Ridge mine for J. N. Rice & Co., has been appointed general superintendent of the works which J. N. Rice i sinterested in, which comprise the fol-lowing: Blue Ridge, at Peckville; Marian, at Pottsville; Nelson, at Llewellyn; Melville, at Shickshinny; Land and Coal company, at Wyoming. The appointment is a good one. Mr. Williams has had exience as mine foreman, both here and old Mexico, and the position par larly fits him for filling it in a most acceptable manner.

## TROUBLES IN CRETE.

Christians Will Not Appear in the Assembly -- Greece Still Arming.

London, June 28.-Events in Crete render futile concerted action by the powers. Only Moslem deputies consent to appear in the assembly convoked by Abdullah Pasha, the governor of the island. A number of Christian deputies who were forming a revolutionary council have been arrested with a view to preventing them from forming an independent assembly.

Greece continues to add to her armaments. Orders for rifles, ordnance and ammunition amounting in value to millions of pounds have been received in London, Birmingham, and Sheffield. Part of these orders are sent direct to ports in Crete.

These shipments are known in Paris, and excite French accusations that Great Britain is forming insurrection. The charges, however, are wrong. Wherever the Greek authorities are getting the funds, it is not in London or Berlin, where the Greek bondholders are urging the respective governments to influence Greece to remain neutral. Lord Salisbury has ordered the British consul at Canea to assist in relieving the distress growing out of the insurrection. The assistance is to be extended to Moslems as well as Chris-

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for McGarrah's Insect Powder, 25 and 10-cent boxes. Never sold in bulk, 10-cent boxes. Take no other.

# JUST A FLYER



A Fine Russia Calf Bals, Needle Toe, all sizes and widths, Goodyear \$2.50 welt, up-to-date,

Cannot get any more to sell at that price.

410 SPRUCE STREET.

## **EIGHTY MINERS** ARE ENTOMBED

[Concluded from Page 1.]

quad under the leadership of an expert

At 2 o'clock in the afternoon a special car from Scranton over the Delaware, Lackawanna and Western brought a arge party of coal men including several men whose services are always in demand on such occasions such as Mesars, Storrs, Daniel and William S. Langstaff and Benjamin Hughes Others in the party were John Mears, who was one of the former owners of the mine; W. S. Mears, General Man-ager W. F. Hallstead, Trainmaster George M. Hallstead, Superintendent Garrett Bogart, J. J. and George B. Jermyn, Thomas Jones, A. L. Collins and Walter Dickson. Morgan B. Williams and other prominent Luzern coal men were also on the scene during the day. Many of these rendered valuable assistance to General Manager John B. Law in directing the work of

The expert miners who are directing the work of rescue held frequent consultations during the afternoon and evening, but only one new scheme of reaching the men was evolved. That was to cut a tunnel through the 60-foot pillar which separates the Clear Spring and Twin shaft mines. Cake & Dewitt, only heartily entered into the plan, but offered free powder and the use of their tools. A gang of twenty men, under Foreman Thomas, began work at 5 "We were traveling toward the foot of o'clock p. m. on the dividing pillar. It the shaft and passed Frank Keogh and is said by miners acquainted with the Thomas Wall, also drivers going in lay of both collieries, that the tunnel from the Clear Spring mine will strike within a short distance of where the possibly at the very spot. It will take out Jack for the gas.' I pulled off my three or four days to break through this cap and blew out my light to prevent

WILL WORK FROM THE FRONT. day night, possibly before. At 8 o'clock last night the rescuing party had reached the head of No. 3 slope, the I went on that car I don't know, but I proached, the work necessarily grows slower. At 11 o'clock a new shift of fifty men went in and began work on the slope. They were at midnight making satisfactory progress, and as the settling showed sigss of subsiding some-

what, they were much encouraged. As they go along they build at intervals of a few yards what is known in mine parlance as "cog pillars." These are formed by piling props crosswise one on top of the other, from the floor to the roof. Should another cave-in occure these widespreading pillars will

keep a passage open behind them. The entombed men built these same kind of pillars all about the region in which they were at work Saturday and Saturday night and this gives rise to the hope that they may yet be alive at least some of them. The miners have great faith in these kind of supports and the relatives of the entombed men are finding in this slim chance their only grain of consoling hope. This hope, slim as it is, is virtually dashed to the ground by the report of the men from the Clear Spring shaft who rapped for a full half hour on the pillar yesterday n without getting any response which they say is a bad sign as it is possible to hear the rapping in the Clear Spring shaft at the point in the

are supposed to be. ANOTHER PLAN PROPOSED. There was also some talk at a late hour last night of attempting the circultious route through the old workings again, but after a consultation it was decided not to try it again for the present. They reason that the entombed men know of this route and if it were open to them they would certainly be out by this time. If it is not open from the rear it is not passable from the front and unless the gas can be removed there is no use attempting to pass

through it. It now looks as if the men can not be eached for several days. At 1.30 o'clock this morning the

o'clock was so bad that the miners could make no headway at all. It may be that work will have to be stopped until the settling ceases.

## OTHER INCIDENTS.

The two Gaffney brothers are brothers to the wife of Wall, who with his son is among the victims, making four from this woman's family who are killed. Another sad incident is connected with Lynett's death. He was the father of twins born during the week who were to have been baptized yesterday. Mrs. Lynett does not know of the ac-

At almost every hour of yesterday afternoon and early last evening a crowd numbering not less than five nundred was gathered about The Trioune bulletin. The news reached this city rather late in the morning but at noon time it was quite generally known. Wild stories were affoat and no two had the same tale. As the story grew in age it grew in color and as a conse-quence rumors were afloat placing the ist of killed as high as 150. The first true statement of the facts was given to the Scranton public from The Tri-

bune bulletin. The father of John Ricker, who had such a narrow escape yesterday morning, had an experience much similar to his son's, at a like accident in West Pittston, fifteen years ago, when twenty-six men lost their lives. He was his son was in this.

The catastrophe attracted curious thousands from all over the two valleys. All day long an immense throng flock-ed about the ill-fated shaft and ft only began to lessen in numbers when bed time came last night. Trolley cars were run on the Wilkes-Barre lines all day long and the two Scranton lines carried many hundreds to the scene also. Others walked from near-by places while still others came in carriages and on the ever-present bicy-

## INTERVIEW WITH RICKER.

Blown Along the Gangway from the

Force of the Air. John Ricker, the driver boy who had a narrow escape from death in the shaft, was seen at his home in Oregon by a Tribune reporter last evening. He is 19 years of age, and has been employed at the mine for some time. It was with difficulty that he spoke on account of the condition in which the dust-laden air in which he lived for several minutes left Inspector McDonald said it might his voice. He is also seriously bruised take only a day to get in to the first

flying coal and the hurling about he received from the air. In describing his experience he said:

"I was employed as a driver and worked yesterday in the Twin shaft. I was asked to go in again last night and did so. We got to the head of the shaft about 7 o'clock and there saw a Polander who had just come up. His clothes and hair were singed showing that he had touched off the gas but he was unable to talk much English and we could not ascertain just where he met the gas. After we got down in the mine we heard the coal cracking and flying as it had been during the day and we went to work though some of the men were very timid. About 10 o'clock something must have occurred in the inner workings for the gas came out and became very thick near the foot of the shaft. There was some alarm expressed and Edward Hughes and another young man went out, they said it was too dangerous to remain any longer.

WENT IN NO. 6 VEIN.

"About 2 or 3 o'clock I don't know just the time, I was down in No. 6 vein to pull out a trip of empty cars. They were taken in filled with props and timber and I was going to take them to the other side of the shaft so that they could be used by the miners tomorrow morning. Where I hitched the mule on to the car the grade was kind of steep, and Superintendent Michael Langan told me to take only three cars instead of four as I had intended. I owners of the Clear Spring colliery, not obeyed his order and left with the three cars. Runner Jacob Adams accompanying me. Langan was sitting by the side of the road as we departed.

with loaded cars. Before we had gone more than one hundred feet from the point where we left Langan there was entombed men are supposed to be and a rush of air and Adams said: 'Look an explosion and then the wind came tearing along at a frightful rate and we The work of reaching the men from in | could hear the coal cracking and tearfront will be continued at the same ing and striking against the back of the time and at the rate of progress made last car. Then I got a ride I shall never yesterday, the spot where the men pre-sumably are should be reached by Tues-cars were driven at a frightful rate of speed by the wind. The dust was chokfoot of which is the objective point. have a recollection of being thrown off This slope is 1,100 feet long and the head of it is about 1,100 feet from the covered yesterday, but as the fall grows ams. He said he was not injured much then got to my feet and called for Adheavier as the objective point is apthe foot. In an instant came the second fall and again the frightful rushing of the air which carried me I know not how far but certainly a considerable distance. I had only struggled along a short distance when the third fall occurred. The air had little effect on me this time for I found myself at the foot of the shaft and had just strength enough to pull the bell as a signal to the engineer to hoist and then fell over on the cage exhausted. Adams had gone up before me. On the way up I revived and felt better when I reached the top. I was almost choked with dust and my

head still feels as if it was full of it. WHERE THE MEN ARE.

"My belief is that Superintendent Langan and the two driver bosses, Frank Keogh and Thomas Wall, were close to the outer edge of the first fall but the falls that afterwards occurred have left them probably 700 or 800 feet from what is now the outer edge of it. The men were working in three gangs. One was near where Langan was sitting, another was one hundred yards farther in and the third was taking out tance away.

"There was absolutely no warning of the cave. Just the same cracking Twin shaft where the entombed men and shooting of the coal was heard that has been going on for two weeks only of course it has been worse the last two days than before, but there was no such working as would warn the men that an extensive cave was to come The men must have been cut off almost instantly. I thought it was an explosion of gas until I got to the top of the shaft.

"Lust night allof the men were pretty well scared at the way the coal was working and shooting but none of them had to be urged to go in by the bosse although some of them had the look of death in their eyes as they did so. Twelve of the chambers in the No. 5 vein had not been working for several days and Saturday with other drivers I started up to take out the loaded cars 'squeezing" began to grow worse and at | that were in them but was told not to do so as it was too dangerous,

"After I was out of the mine about an hour this morning the rescuing party that was going down where the fall located. I went down and found the place still working, and caving. The rescuing party was unable to do anything except to see the condition of afas well as I could just where the men were and we were hoisted up again and I came home."

The rescuing party that Ricker went retreated toward the foot of the shaft. They had hardly done so when another small fall took place cutting down mapoint where the men are.

The first rescuing party went down thinking an explosion of gas had occurred, and only learned their mistake when they found the air in the return current pure instead of being charged with black damp, as it would have been had an explosion taken place.

## MINE INSPECTOR'S STATEMENT.

Mr. McDonald Has Small Hopes of Rescuing the Men Alive.

Mine Inspector Hugh McDonald, of that district, is in general charge of the rescue work, and at 8 o'clock last night in conversation with a Tribune reporter he said that the first thing done would be to secure the foot of the shaft and form a place of safety as a retreat for the workers in case of a further settling. After that they will nove forward as rapidly as possible to the edge of the fall. At midnight the region around the foot of the shaft was thoroughly braced and timbered and the workers started in along the gangway to secure that.

The fall where the entombed men were working is 2.500 feet from the foot of the shaft. But two other falls have come since then and have cut off the distance between the men and the foot of the shaft about 700 feet. Just how long it will take them to get to the edge of the outer fall is a question which depends altogether on the character of the roof met with as they proceeed. The terrific shock has loosened the roof and the pillars and the progress will therefore be slow and at-

tended with difficulty.

Inspector McDonald said it might

and cut about the arms and eyes by the fall, and it might take a week. As an experiment work has been com-menced on a gangway to be driven Clear Spring mine on the west side of the Lackawanna and Wyoming val-the Susquehanna river to the Twin leys met in consultation with Mr. Fulshaft workings. It is estimated that ler and Mr. Law during the afternoon this can be dug in 48 hours and that it at which plans and suggestions for will bring the rescuers to a point directly behind the fall where the men are supposed to be. After this opening is driven, then work can be done from

> Mr. McDonald was not at all sanguine of recovering any of the men alive and did not seem to think that they would be reached within several days at the earliest. As to the re-sponsibility for the accident he was not repared to make any statement until he had made an investigation of all the circumstances connected with the terrible event. He was confining himself so far as possible to hastening the work of recovering the men dead or alive and seeing that the relief work is carried on in a way that will insure the safety of the fearless men who are engaged in it.

### FRANK SHERIDAN SEEN.

Went Out for a Pail of Water Just

Before the Fall. Frank Sheridan, the water boy, says that in his opinion there were about eighty men in the mines. They were coming in at different times after midnight in squads of two or more and on his last trip out for water he passed a gang of foreigners, twenty-six in number, going in. When he was returning with the water the fall occurred, so it is likely that this last gang had just bout gotten to work when death came to them

Sheridan says he was knocked down by the force of the rushing air and bowled along for some distance, how far, he knows not. As soon as he could pick himself up he ran to the foot of the shaft and got to the surface. He was the first, however, to offer to go down again to guide the rescuers and worked with them until completely ex-

He went home about 11 o'clock in the morning but returned at five in the afternoon and wanted to assist in the rescue notwithstanding his aching

## PLENTY OF ASSISTANCE PROFFERED.

Mine Workers from All Over This Region on the Scene. There has been a spontaneous offer

of assistance to aid in the work of rescue from all the individual operators of the region and the large companies have also been prompt in coming for-ward to lend a helping hand.

While Inspector McDonald has general supervision of the relief work, I. R. Moisler, of Wilkes-Barre, division superintendent of the Lehigh Valley Railroad company, has general charge and is on the surface directing the work. The men are employed in a most systematic manner. There are three shifts of 70 men each.

The first went to work at 7 o'clock in the morning and was in charge of Superintendent Alkman, of the Old Forge Coal company, Harry McMillan and Patrick Maloney, the two latter being inside foremen of the Ravine and Parsonage mines respectively of the Newton Coal company. They worked until 3 o'clock in the afternoon and were replaced by a shift in charge of David Evans, superintendent of the Stevens Coal company; Mine Foreman Gilbert Jones and Superintendent McCartney, of the Babylon Coal company.

The 11 o'clock shift last night was in charge of W. D. Owens, superintendent of the Lehigh Valley Coal company, and Mine Foremen John Joyce and Robert Hines. The men on the shifts work in relays a half-hour at a time. and the whole force is engaged in timbering. Besides the men at work in the mines there are forces at work on the surface handling timber and prope and cutting them into required lengths and sending them down the shaft. About 300 men are altogether employed in and around the shaft.

secretary E. L. Fuller is the only Nicely Decorated. officer of the company on the scene and with Superintendent Law worked untiringly all day. Some of the men who were down in consultation with him were: W. A. Lathrope, general superintendent of the Lehigh Valley Rail-road company; Morgan R. Williams, general inside superintendent of the Lehigh and Wilkes-Barre Coal company; William R. Richards, chief engineer of the same company; R. S. Mercur, division superintendent of the Lehigh Valley Railroad company; Patrick Blewitt, inspector of the Sec ond district, and Edward Roderick, inspector of the First district of Lackawanna county; Superintendent W. G Thomas, of the Annora Coal company Joseph Cake, foreman of the Clean occurred, asked me to go down and Spring Coal Co., and Superintendents show them about where the men were | Hollister and Baumann, General Manager W. F. Hallstead, Superintendent Garrett Bogart, General Coal Agent W. R. Storrs, Assistant General Coal Agent William H. Storrs, and Assistfairs down there. I explained to them ant Superintendent Arthur H. Storrs, of the Delaware, Lackawanna and Western; Thomas Phillips, superintendent of the Delaware, Lackawanna

and Western mines; Superintenden down with was able to get within 700 Evan Evans; Foreman Thomas J. Wilfeet of the fall but the members of it liams, of the Manville; Thomas Archliams, of the Manville; Thomas Archfound it too dangerous for safety and bald, of the surveying department of the Delaware, Lackawanna and Western; Richard H. Williams, foreman of the Continental; Foreman Jame terially the amount of open road be-tween the foot of the shaft and the Forenian Evan Davis of the Diamond mines; Colonel Reese A. Phillips, of the Oxford shaft; Henry Harris, assistant foreman of the Hampton shaft; General Superintendent Samuel T. Jones, of the William Connell Coal company; C. D. Simpson, Harry P. Simpson, T. H. Watkins, and Superintendent J. L. Crawford, of Simpson & Watkins; William Abbott, of the Pennsylvania Coal company; Richard Mainwaring, of the Babylon Coal company, and Superintendent Bryden, of

the Pennsylvania Coal company. A force of sixty men from the Wm. A., Mt. Lookout, Stevens, Langeliffe, and Pittston collieries went with the

## 11 o'clock midnight shift last night to aid the rescuing party. They are all experienced miners. A large number of the coal operators

carrying on the relief work were received and acted upon. This morning Mayor Bailey will send a telegram to the Pittston author

conveying an offer of assistance in be half of the city of Scranton.

HISTORY OF THE TWIN SHAFT. Operated by Newton Coal Company for Seven Years.

The Twin shaft has been in operation many years. It was sunk by the Pittson and Elmira Coal company, and after a short period it passed to the con-trol of the Butler Coal company. By this company it was sold to F. C. Dininny, of Elmira, and was purchased about seven years ago by the Newton Coal company, the present owners, the officers of which are as follows: President, Frank T. Patterson, of Philadel-phia; secretary, E. L. Fuller, of Scranton; treasurer, William Hill, of Philadelphia; general manager, John B. Law of Pittston.

The shaft was sunk to the sixth vein where the men are entombed, seventeer years ago. Michael Langan, the superntendent, who is among the men now in the mine, had charge of one shift of the sinkers, and Patrolman Charles A. Perry, of this city, had charge of the other shift. The only veins which have een in operation of recent years are the fifth and sixth. The shaft is 425 fee deep and 1,500 tons of coal a day were eing mined. It employs 1,100 men.

The coal is taken from the headhouse, about eighty rods to a breaker which also prepares the coal from Ra vine and Parsonage street openings. Four years ago the Twin shaft was visited one Sunday evening by a fire which burned the headhouse, engine house and boiler room. No one was injured at the time.

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fords, now \$1.90, Misses' and Children's, Boys' and Youths' Tan Shoes at a very

# Wedding

## The Pleasure of The Chafing Dish

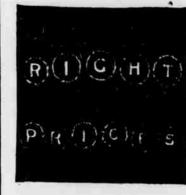
What is more enjoyable than the with the hostess presiding over the chaing dish? Lobster, a la you will buy-cannot resist. Newburg, Welsh Rabbit and the other appetizing dishes?

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