

pause, he called out, he being almost the only man not in tears, 'My men,

* * * I have come out on to the
quarter-deck to any good-bye to you
* * * because I am going to die.
Dr. Messer tells me I am going to die,
and, as we all know, he is the best judge.
God is very good to me; everything is
made easy to me. The reason why I
have come out on the quarter-deck to
bid you good-bye before I die, besides
good-fellowship, is to impress upon you
the love and goodness of God for
you. His infinite love. His infinite
wisdom. He repeated this more than
once about the goodness and love of

God. He then adjured the men to remember these, his last words, when tempted to commit sin, that they would think of him and what he was saying to them and put the temptation from them. His voice grew weak as he said, 'I love you all. I have always loved my men. There is a foolish weakness in my voice which makes it sound as if I was crying. But I am not crying, and I want you all to hear me. I hope you can all hear what I say to you.' He went on to address the commander as a young man advanced to command, and begged of

him and all others who were in any way leaders, to never hesitate in their daily life to step forward and say: 'This is right' or 'This is wrong.' 'Will you do this? It will be very kind of you if you will.' * * * 'As for the poor fellows who gave me this wound, what their reason, their object was, I don't know—no one knows. They may have been injured by some of us, by some other ship, at sometime; we don't know. It's no good talking about it. I hope at some future time, it may be twenty or thirty years hence, some good Christian

man will go among them and but not
want it all means. I love you all; I
have always loved you all, but in carry-
ing on duty we sometimes make mis-
takes. I have made mistakes, and if
any of you think of anything where I
have been wrong, I want you to forgive
me. Don't ask how much I was wrong,
how much you were wrong, but just for-
give me." He asked them to join in
saying God bless him, and then said he
would like to shake hands with the petty
officers, nearly all middle-aged men,
who came up to him sobbing."

Fearful Mine Cave.
The most extensive and serious mining casualty ever known in the Wyoming Valley has just occurred, and seems to be still progressing at the Channey and Grand Tunnel mines, between Plymouth and Nanticoke, Pa., about two and a half miles South of the former place. About two weeks ago Mr. Roberts, one of the proprietors of the Channey mine, noticed that the roof of the opening was working in a most extraordinary manner, indicating that inside operations were attended with con-

sidable danger to those engaged in digging coal in the different chambers or employed in the various gangways. He watched the phenomenon with the greatest interest, and was finally convinced that the mine was doomed to a certain calamity. About 11 o'clock in the morning of the 19th inst., he gave orders for the men to leave the mine as soon as possible, and remove as much of the company's property as could be taken out on the spur of the moment. The miners to the number 125 left their work at 12 o'clock, taking with them the implements

of their calling, and two hours later the mine caved in. Had it not been for the caution and foresight of Mr. Roberts a most fearful loss of life must have occurred, as the whole number of miners would have been entombed by about forty acres of rock which crashed down and filled up the honey-combed opening beneath.

The disaster extended to Grand Tunnel mine, adjoining the cave; it seemed to drag over the roof in a southerly direction until stopped by a huge wall of rock known to mining engineers as a

"fault," which raised up between the Grand Tunnel and adjacent mine operated by the Susquehanna Coal Company. In the Grand Tunnel some 60 or 70 acres of rock have been hurled, effectually closing operations for months to come. The whole fall, it will be seen, embraces over 100 acres, and the damages to the mines is estimated at over \$100,000. Several hundred miners have been thrown out of work. The effects of the cave in were truly terrific. Huge boulders were thrown out of the mouth of the tunnel by the compressed air as if they had heavy nobbles, and the shock

of the crash was like that of an earthquake. The dissolution of the mountain appears to be still going on, and there is no predicting how much more desolation is to ensue in that quarter.

The Chanuany mine is operated by Messrs. Albright, Son, Roberts & Co., and the Grand Tunnel is under the control of the Susquehanna Coal Company. Once or two cave-ins in the mines have taken place in other parts of the valley during the past two weeks, and from the peculiar coincidences in the matter the idea is gaining strength that the cas-

ulties are the result of a slight earthquake which passed through the valley in a northeasterly and southwesterly direction. This is the theory of the mine owners, who repudiate the impression that robbing the pillars in the mines has had any effect in producing the calamities.

♦ ♦ ♦

A SNOW PROMOTION.—A few days ago a freight conductor on one of the railroads went to the superintendent and said he thought he ought to be advanced, having served on the freight for

seven years. The superintendent agreed with him, and told him the change should be made the very next week. And it was made. The superintendent a day or two after took a seat in the room of one of the coaches to see how the new conductor would take to business and pretty soon the official danced into the door, cap on his ear, sleeves pushed up, and a half-acre smile on his face.

"Get out your pasteboards!" he shouted. "I'm the high muckety muck that runs this train," and then turning right and left, he continued:

"Right before this was—play or prize


There was something novel and exhilarating in his style, but yet the superintendent called the conductor up stairs the next day and told him that he was the best man in America to run a freight train, and that he should have to promote him backwards. He was too talented for a passenger conductor.

The Mount Washington ski operator who was thought to have been exposed to the cold and storm of last Tuesday night on this mountain, has turned up all right, although he had a narrow escape from a fearful death. It appeared that he was able to keep the path, but when about three-quarters of a mile from the top became thoroughly chilled by the cold and driving storm. Fortunately for him there is a small house on this point on the mountain side, and getting down on all fours, after a long and desperate effort, he succeeded in

reaching it. Having but a single match in his pocket, and knowing that life depended on starting a fire, one can imagine how his feelings as he, having placed the kindling wood in the stove, attempted to ignite it. The attempt proved successful and he was saved. He stayed in this house from 4 o'clock Thursday afternoon until the next morning at 11 before he dared to start again for the top of the mountain. The people in that vicinity turned out in large numbers to hunt for his supposed frozen body.

How to supply St. Paul's with bells and chimes cheap—Melt down the canons.

It is difficult to tell how much a fish will weigh by looking at the scales.

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