

**Belmont Mines.**

There has been a new fan erected here during the year, which gives general satisfaction.

**Delaware, Lackawanna and Western Railroad Company's Oxford Shaft.**

Sunk main shaft from Rock vein to Clark, a distance of about 165 feet, and sunk a new air-shaft from surface to Clark vein, 354 feet; 10×26 feet for ventilation, and to hoist men and let down material. We will set a fan over this one, and a fan at the old, or main shaft, to ventilate part of it and all of Bellevue slope, so as to leave Bellevue fan for Bellevue shaft alone. The slope at Diamond shaft E vein is completed, and working all right. At the Brisbin shaft we have two of the gravity planes we alluded to last year, all ready and working. The third one is very near ready. At Cayuga shaft we are driving a tunnel, or plane, from G to Diamond vein, to let down the coal to G vein. Expect to be ready in 1883. At Sloan shaft we are resinking from G vein to Clark; are also sinking a second opening from G to Clark—size, 8×10 feet in the clear. We intend to make this to that men can go up or down. Storrs shaft being sunk 416 feet, we are now opening gangways in G or big vein 285 feet down. Not developed yet.

Yours, respectfully,

B. HUGHES.

SCRANTON, *March 6, 1883.*

PROVIDENCE, *February 23, 1883.*

PATRICK BLEWITT, Esq.,

*Inspector of Coal Mines:*

DEAR SIR:—The following are the improvements made in and around the D. & H. C. Co.'s mines for the year ending December 31st, 1882:

**Coal Brook Mines.**

Have graded a new gravity plane to let coal down on north-east side. Have driven seventy feet of rock tunnel, 7×9 feet, to open No. 3, or four-foot vein from Lackawanna tunnel, in bottom coal on a level with breaker. Have about 600 feet of heading cut in coal.

**No 1 Shaft.**

Have graded a new gravity plane to let coal down on north-west side.

**Powderly Slope.**

Commenced pumping out water October 20th; are also building schutes and outside plane.

**Jermyn No. 1.**

Have finished sinking inside slope to basin. Put up a new 17-foot fan, by four-foot face, on air-shaft that was being sunk last year.

**Grassy Island Shaft.**

Have sunk fan-shaft, 11×14 feet, 252 feet deep to the Grassy Island vein.

**Church Mine.**

A new slope has been sunk from the surface to the coal.

**Grassey Island Mines.**

They have driven a new drift to open up the slope vein of coal.

**Dolph Colliery.**

There have been new lump coal schutes built on breaker.

**Edgerton Mine.**

Two air shafts have been sunk, one 35 feet deep, the other 41 feet deep; sectional area of each, 100 square feet.

**Peckville Colliery.**

This is a new colliery, located in Winton borough, on the south-east side of the Lackawanna river. Coal can be shipped by the Delaware, Lackawanna and Western railroad or the Delaware and Hudson Canal Company's railroad. It is owned and operated by the Peckville Coal Company. They have one drift driven 200 feet into the coal, and opening right and left of the main heading. There is another drift 600 feet south of breaker. A new breaker is being built which will have a capacity of 600 tons per day. They will be ready to ship coal in about three months. An air shaft is also being sunk.

**Pierce Mines.**

The slope from the surface has been sunk 700 feet in 1886. Sectional area, 100 square feet.

**Eric Colliery.**

On November 16, 1886, Erie breaker was destroyed by fire. It is now being rebuilt, and will be ready for the preparation of coal about March 1, 1887. Sunk one pumping shaft 225 feet deep; sectional area, 48 square feet. Two new shafts are being sunk, one to top vein and one to bottom vein. Size of shafts, 12×30 feet. A breaker is to be erected for the preparation of coal and is now ready for the superstructure.

**Keystone Mine.**

One self-acting plane, 450 feet long, sectional area, 96 square feet, has been built and in operation.

**Brennan's Mines.**

A new breaker has been erected; a drift has been opened and an air shaft has been sunk in 1886.

**Belmont Mines.**

A new drift has been driven for a distance of 300 feet, for the purpose of drainage. Sectional area, 42 square feet.

Total number of employés, . . . . .	21,269
Tons of coal mined for each employé, . . . . .	401
Total number of persons working in mines, . . . . .	14,729
Tons of coal mined for each, . . . . .	579
Total number of miners and laborers, . . . . .	10,199
Number of tons of coal mined for each, . . . . .	836
Ratio of employés per life lost, . . . . .	373
Ratio of employés for each personal injury, . . . . .	95

Respectfully submitted.

PATRICK BLEWITT,  
*Inspector of Mines.*

#### Colliery Improvements During 1887.

*Delaware, Lackawanna and Western Railroad Company.*—This company reports but very few improvements during the year, except driving headings and airways to open up their different mines, so as to mine sufficient coal to supply the market.

*Cayuga Shaft.*—The company is sinking a new shaft about one mile north-east of the main shaft for a supply shaft and for the purpose of lowering and hoisting persons into and out of the mines.

*Sloan Shaft.*—Sunk a new slope in coal in mine; and are also building a new plane in mine.

*Storr's Shaft.*—Are sinking a new shaft for second opening and supply shaft.

*Delaware and Hudson Canal Company* have not reported any improvements during the year 1887, except the usual advancement of their workings to supply the coal demand and sinking the two shafts at Dixon mines from G or Big to Clark vein of coal.

*A. Langdon & Co.—Belmount Colliery* put in place three new boilers, erected a double elevator and built two new pockets in breaker.

*Bridge Coal Company—Bridge Shaft Mines.*—This company made second opening in new County vein, and are now finishing new foot for same.

*Lackawanna Iron and Coal Company—Capouse Shaft Mines.*—This company is driving a tunnel from rock to Diamond vein; size, 14x6 feet.

*Dolph Coal Company—Dolph Mine.*—This company is driving a rock tunnel.

*Hillside Coal and Iron Company—Forest City Mines.*—The shaft reported as being sunk 160 feet to bottom vein in last year's report (1886), has reached a depth of 199 feet. Suspension of work for some months accounts for it not being finished. Work is now going rapidly forward to completion.

*Buffalo Mines.*—Built a three-foot gauge track railroad from mines to Jefferson branch of N. Y., L. E. & W. R. R., a distance of two and one-third miles. Coal is hauled by a small locomotive. A new hoisting engine, new main and pony rolls and screens were also put in, and the breaker and machinery given a thorough overhauling.

*Belmont Mines.*—A new water-level tunnel; was opened to coal headways, and airways were driven to cut off the distance in haulage.

*Edgerton No. 2* was opened by a water-level tunnel. It is located about two miles northeast of breaker. Coal is hauled by a small locomotive on a three-foot gauge track.

*Eaton Tunnel.*—Drove a heading to surface for manway and ventilation; size of opening, 6'x9'—54 feet.

*Eaton Shaft.*—Sunk a shaft from surface to the present working or "Archbald" vein 162 feet deep; size of opening, 10'x20'—120 feet area.

*Jermyn No. 3.*—Sinking slope; it is down 700 feet; opening 14'x7'—98 feet area; driven on a grade of one in three feet; in place, six new boilers, one pair of hoisting engines, 10'x10', one fan engine, 12'x12", and one pump, and are also building new breaker.

*Mount Pleasant Mines.*—Sinking a second opening from G, or Big vein, to Clark.

*Filer's Slope, now Mount Jessup.*—Have driven slope in coal about 1,000 feet in length.

*Lackawanna Shaft.*—Have placed an endless wire rope about 2,000 feet long in main gangway for haulage; it works satisfactorily; it is cheaper and better than horses or mules.

*Pancoast Shaft.*—Have put in a new set of boilers; have put in Zeigler's patent slate-pickers; have graded slope to a uniform grade for about 1,000 feet; they are using the electric arc light at this colliery and it gives general satisfaction.

*Rushbrook Shaft.*—Have erected a new blacksmith shop, 20'x20', a new powder house, 10'x10', a new barn, 14'x20'; have placed in mine a No. 10 Knowles pump, sunk a second opening to top vein, and have driven headings in top vein going east 350 feet, and in the same vein going west 300 feet; the east heading in bottom vein has been driven 400 feet, and in the same vein going west 125 feet.

*Spencer Shaft.*—Are driving slope in coal northwest of shaft; in middle vein they are down about 800 feet.

Hon. Thomas Waddell is at present opening up a new mine in Winton borough.

*Note.*—The Peakville Coal Company's colliery was idle during the year and did not ship any coal.

The Rushbrook colliery did not ship any coal during 1888.

Bridge colliery was sold and abandoned August 16, 1888.

Shaft No. 2, Penn. Coal Company, located in Dunmore, was abandoned September 1, 1888.

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