

TABLE No. 1.-- Giving details relative to the progress of new shafts in the Wilkes-Barre District, and their depth, December 31, 1881.

NAMES OF THE SHAFTS.	Names of Operators.	Purposes.	SIZE.		Depth on December 31, 1881.	Number of men employed.	Deepest coal seam to be cut at present.	Probable depth in feet.	Capacity of production per day in tons.	Fatal accidents to employees.	Non-fatal accidents to employees.
			Length in ft.	Breadth in ft.							
1. Dorrance, . . . . .	Lehigh Valley Coal Company, . . . . .	Hoisting coal, . . . . .	52	13	250 ft.	25	Baltimore, .	1 000	1,000		
2. South Wilkes-Barre . . . . .	Lehigh and Wilkes-Barre Coal Company, .	Hoisting coal, . . . . .	24	12	586	21	Baltimore, .	1,100			
3. Stanton Air Shaft, . . . . .	Lehigh and Wilkes-Barre Coal Company,	Hoisting and ventilating,	26	12	630	25	Baltimore, .	830		2	1
4. Lance Air Shaft, . . . . .	Lehigh and Wilkes-Barre Coal Company, .	Ventilation, . . . . .	18	10	385	63	Baltimore, .	530			
5. Extension of Lance Shaft,	Lehigh and Wilkes-Barre Coal Company,	Hoisting coal, . . . . .	23	12	559		Baltimore, .	559	800		
6. Woodward, . . . . .	Del're, Lackawanna, and Western Coal Co.,	Hoisting coal, . . . . .	53	10	30	30	Red Ash, . .	800	1,000		1
7. Alden, . . . . .	Alden Coal Company, . . . . .	Hoisting coal, . . . . .	26	12	28	18	Baltimore, .	270	1,000		
8. Bennett Shaft, . . . . .	Thomas Waddell & Co., . . . . .	Hoisting coal, . . . . .	20	10	290	37	Baltimore, .	310	1,000	2	
9. No. 3 Shaft, Kingston, . .	Kingston Coal Company, . . . . .	Hoisting coal, . . . . .	33	12	544	22	Red Ash, . .	544	800		
10. Gaylord Shaft, . . . . .	Gaylord Coal Company, . . . . .	Hoisting coal, . . . . .	47	12	575	20	Red Ash, . .	575	1,000		
11. Raubville Shaft, . . . . .	Waddell & Walters, . . . . .	Hoisting coal, . . . . .	22	12	192	21	Bennett, . .	192	600		

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split of the Baltimore vein to top split, length 90 feet, to be used for transporting coal.

**Butler Coal Company.**

At the Mosier colliery, a new shaft was sunk to the Red Ash seam, a distance of 375 feet, sectional area, 120 feet, to be used as a second opening to the Mosier shaft.

**Waddell & Walters.**

At the **Bennett** colliery they have extended the old slope in the top split of the Baltimore vein 520 feet.

At the Raubville colliery, the second opening has been completed a distance of 2,000 feet, sectional area, 60 feet, to a drift on the mountain. They have placed a new fan, 16 feet in diameter, in position in the opening, with direct gearing working speed of 45 revolutions per minute. Amount of air exhausted, 50,000 cubic feet per minute. A new Pale pump was put in with 8-foot stroke, 14-inch working barrel, also three new steel boilers, 40×45 feet, and a pair of first-motion engines with conical drum on their hoisting shaft.

**Clear Spring Coal Company.**

At the Clear Spring colliery, a new inside slope was sunk in the Pittston vein, a distance of 500 feet, sectional area, 126 feet, with a grade of 10 degrees.

**Elliott, McClure & Co.**

The Sibly breaker of Elliott & McClure was burned down on the morning of February 6, 1886. They immediately rebuilt, and started their new breaker on July 20, 1886.

**State Line and Sullivan Railroad Company.**

At the Bernice colliery, Sullivan county, a new shaft was sunk to the vein now working, a distance of 69 feet, sectional area, 120 feet. They are going to place a fan on this shaft for ventilation to take the place of a furnace which does not give satisfaction. A tunnel was driven 604 feet from the bottom seam to top seam for transporting coal.

**W. G. Payne & Co.**

At the East Boston colliery, a tunnel was driven from the Red Ash to the Ross seam, a distance of 457 feet, sectional area, 84 feet. This tunnel opens a large territory of good coal for this company.

**Wyoming Valley Coal Company.**

The Forty Fort breaker of this company was burned down in 1885. The coal was taken to their Harry E breaker, about one mile distant, until the breaker could be rebuilt, which work was started immediately and finished July 25, 1886.

*Hillside Coal and Iron Company.*

This company has sunk a new shaft 12×26 feet on their land south-east of Avoca. The sinking was started in March, 1892, but not being pressed for coal, it was abandoned until May, when the sinking was commenced in earnest and the shaft sunk to the Red Ash seam, a depth of 168 feet, by September 1st. The second opening has been completed connecting with the workings of the Elmwood shaft of the Florence Coal Company. The coal is taken to the Consolidated breaker by a small locomotive over two miles of road.

*Avoca Coal Company.*

A new fan 12 feet in diameter has been erected on the air shaft of this company, which exhausts 55,000 cubic feet of air with 4 inches water gauge running 120 revolutions per minute, driven by a 20-horse power engine.

*Robertson and Laws Colliery.*

At the Katydid colliery, two new slopes were sunk from the surface on the Stark seam, a distance of 314 feet, area 6×10 feet on a grade of 8 degrees. The coal is taken 24,000 feet to the breaker by a small locomotive.

*Bennett Colliery.*

A shaft 8×10 feet was sunk to the Baltimore seam, a distance of 60 feet, as a means of escape for the men who were taking out the pillars at the farthest part of the workings, in case of a sudden caving of the roof.

*Annora Coal Company.*

A rock tunnel was driven from the upper to the lower split of the Red-Ash seam; area 7×12 feet, a distance of 300 feet. A shaft was also sunk to air the same between the splits, a distance of 20 feet; area 10×12 feet.

*Clear Spring Coal Company.*

A new Guibal fan twenty feet in diameter was erected on the air shaft to ventilate the workings of the Red Ash seam, driven by a vertical engine cylinder 16×30 inches.

*Morning Star Colliery.*

A rock tunnel was driven from the Bennett seam to the Ross, a distance of 275 feet; area, 84 feet. A new fan twelve feet in diameter was erected to ventilate the workings, exhausting 45,000 cubic feet of air per minute, driven by a horizontal engine, cylinder 10×20 inches.

*Old Forge Coal Company, Limited.*

In the Columbia shaft a rock tunnel was driven from the third to the fourth vein, a distance of 90 feet. Sectional area, 98 feet. To be used for transportation of coal.