

New York and Scranton Coal Company.

Sunk the Sturges shaft from Clark vein to Dunmore vein, a distance of 86 feet. Sectional area 319 square feet. An air shaft was also sunk from the surface to the Dunmore vein, a distance of 180 feet. Size 11'×12'.

Delaware, Lackawanna and Western Railroad Company.

At Storrs No. 1 a new inside slope was sunk a distance of 550 feet on a grade of 13½ inches in ten feet; sectional area 66 square feet. A tunnel was also driven from the Diamond seam to the upper split of "G" vein; length, 484 feet; area, 72 feet.

At Storrs No. 3 a new slope, which is not yet completed, has been sunk a distance of 1,327 feet on a grade of 4 degrees. A new plane, 200 feet long, on a grade of 2" in 10', has also been made.

Blue Ridge Coal Company.

A new air shaft was sunk by the company a distance of 67 feet; sectional area, 120 square feet. This also served the purpose of a second opening.

Sterrick Creek Coal Company.

This company has sunk its No. 1 shaft from the Grassy Island vein to the Clark vein, a distance of 169 feet, and has increased its size from 10'×22' to 12'×28'.

The breaker has been changed over and enlarged to meet the requirements of hoisting by shaft instead of by plane as heretofore. A new Guibal fan, 14"×54", run by belts by a 14"×25" engine, has already been erected.

A new boiler house has been erected, and 9 new steel boilers, 40"×34", have been placed in position.

The annual examination of persons desiring to qualify for assistant mine foremen was held in this district at Olyphant on April 9.

The examiners were Edward Roderick, mine Inspector, H. P. Patton, superintendent, James E. Morrison and Vaughan Richards, miners. The following are the names of those who were recommended to receive certificates of qualification:

John H. Bexon,	Scranton.
John M. Killaway,	Scranton.
Joseph Duacle,	Scranton.
John Reese,	Scranton.
T. E. Hodgson,	Scranton.
Robert S. Proudlock,	Scranton.
William Jenkins,	Scranton.
James Eckersly,	Scranton.
Thomas H. Powell,	Scranton.

The latter is a second opening, having a depth of 350 feet on a grade of 20 degrees; area, 84 square feet. The shaft is 12x26 feet and 220 feet deep. Two good veins of coal are being opened, one at the bottom of the shaft, the other fifteen feet above. A new fan 14 feet in diameter, 6 feet face, run by an horizontal engine, cylinders 12x24 inches, was also erected.

This company is also sinking their Richmond No. 3 shaft to the Clark vein from the 14-foot, a distance of 150 feet; size, 11x24 feet.

The **Blue Ridge** Coal Company completed two new slopes, one 300 feet long, the other 210 feet; the area of each is 75 square feet; grade, 15 and 12 degrees respectively.

The Mt. Jessup Coal Company sunk a short air shaft near the face of the workings; depth, 25 feet; area, 60. A new slope, 538 feet long, on a grade of $8\frac{1}{2}$ degrees, was made through old workings, and another slope, 1,038 feet long, with an area of 60 feet is being continued towards the basin.

A tunnel from the surface to the lower Dunmore vein was driven by the Moosic Coal Company. It is 600 feet long, with an area of 72 square feet, and will be used as a water course.

At Carbondale a new breaker was built by the Boyer Coal Company on the foundations of the old Butler breaker; capacity, 200 tons a day.

A new breaker was also built by the Thomas Waddell Coal Company at Winton, Pa.; capacity, 500 tons a day.

Breakers Burned.

Two breakers were burned to the ground during the year. The Moosic Mount Coal Company's at Marshwood, and the Stroud and Chamberlain at Carbondale, neither of which will be rebuilt.

The Moosic Mount coal will hereafter be prepared for market at the Mt. Jessup breaker in Winton, which is being enlarged for this purpose. The coal formerly prepared by the Stroud and Chamberlain breaker will in the future be prepared for market by the new Boyer breaker.

Blue Ridge Tunnel.—Condition as to safety good, drainage and ventilation fair. They are robbing pillars.

Richmond No. 3 Colliery.—Condition as to safety good, drainage fair, ventilation good.

DELAWARE AND HUDSON COMPANY

Olyphant Colliery No. 2 Shaft.—Condition as to safety and drainage good, ventilation generally good.

Grassy Island Slope.—Condition as to safety and drainage good, ventilation good with the exception of the Four Foot vein. This vein is very difficult to ventilate as it is thin and the roof is continually falling in the air courses.

Grassy Island Shaft.—Condition as to safety and drainage good, ventilation fair. There is room for improvement.

Eddy Creek Colliery, Birds Eye Mines.—Condition as to safety, drainage and ventilation good.

No. 4 Drift.—Condition as to safety good, drainage and ventilation fair.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Storrs Colliery No. 1 Shaft.—Condition as to safety, drainage and ventilation good.

No. 2 Shaft.—Condition as to safety and drainage good, ventilation fair. There is room for improvement.

PENNSYLVANIA COAL COMPANY

No. 1 Colliery No. 1 Shaft.—Condition as to safety and drainage good, ventilation fair.

No. 2 Shaft.—Condition as to safety and drainage good, ventilation fair.

Gipsy Grove Colliery.—Condition as to safety, drainage and ventilation good. This mine has been very much improved.

STERRICK CREEK COAL COMPANY

Sterrick Creek Colliery.—Condition as to safety, drainage and ventilation good. Six air bridges were built during the year, which improved the ventilation.

LACKAWANNA COAL COMPANY

Lackawanna Colliery.—Condition as to safety, drainage and ventilation good.

DOLPH COAL COMPANY

Dolph Colliery, Hackley Slope.—Condition as to safety, drainage and ventilation good.

Hannah Bell.—Condition as to safety good, drainage and ventilation fair.

MOUNT JESSUP COAL COMPANY

Mount Jessup Colliery, Peck's Shaft.—Condition as to safety good, drainage fair, ventilation good.

STERRICK CREEK COAL COMPANY

Sterrick Creek Colliery.—Condition as to safety, ventilation and drainage good.

LACKAWANNA COAL COMPANY

Lackawanna Colliery.—Condition as to safety and ventilation good; drainage fair.

DOLPH COAL COMPANY

Dolph Colliery.—Condition as to safety, ventilation and drainage good.

MOUNT JESSUP COAL COMPANY

Mount Jessup Colliery.—Condition as to safety, ventilation and drainage good.

MOOSIC MOUNTAIN COAL COMPANY

Marshwood.—Condition as to safety good; ventilation and drainage good.

BLAKELY COAL COMPANY

Blakely Colliery.—Condition as to safety, ventilation and drainage good.

IMPROVEMENTS

SCRANTON COAL COMPANY

Johnson Colliery: Johnson No. 1.—An air compressor 24 x 24½ x 30 feet installed.

Johnson No. 2.—Installed a 10-foot fan at Mountain shaft; rebuilt plane trestle and constructed a 2,500-ton breaker.

Ontario Colliery: Sturgess Shaft.—Rebuilt tower and trestle and installed two boilers, 66 inches x 16 feet.

Blue Ridge Shaft.—Installed a return boiler, 66 inches x 16 feet.

Ontario Washery.—Installed one 54 inch fire-box boiler.

DELAWARE AND HUDSON COMPANY

Olyphant Colliery: Olyphant No. 2.—Installed an additional electric generator to furnish power for operating hoists, fans and pumps at Birds Eye No. 10 slope; lights and signals at Grassy Island No. 2, consisting of an 18 inch x 18 foot McEwen engine and a 150 K. W. generator.

Grass Island No. 2, Rock Vein.—Graded 1,400 feet of main gangway to shaft landing; graded 120 feet for chain hoist of light cars, and 150 feet for light car road.