

now visible, coupled with the fact that McDonough's road was used for hauling purposes and therefore a number of men and boys were constantly passing, it was decided to suggest to the company's officials that work along the road be discontinued, owing to the dangers already described. The officials took immediate steps to act on the suggestion. Their prompt action under the circumstances is worthy of commendation.

The remaining coal will be worked from the same company's adjoining colliery, the Leggitts Creek, in the First inspection district, and prepared for market at the breaker.

The Von Storch shaft will in the future as in the past, be used as the second opening to the Von Storch slope workings, and as a pumping station.

Lawrence Breaker.

During the latter part of 1897 the Connell Coal Company discontinued operating its Lawrence breaker. The mining operations will be continued as in the past, with some material changes in the transportation, and preparation of the coal. Instead of hoisting the coal mined in the Lawrence colliery to the breaker of the same name, it will in future be run through to the same company's "William A." colliery and then hoisted to and prepared at that breaker. The coal mined in the Lawrence drifts will be lowered through the Lawrence shaft and handled and prepared in the manner already described.

Bull's Head Colliery.

During the year 1897 one operation only has been re-started, namely the Bull's Head colliery, in the Second ward, Scranton city. The Rock vein is being worked in this mine. The company is also engaged in opening a small surface vein from a higher level on the slope. Some years ago this mine was owned and operated by the Providence Coal Company. The colliery does not promise to become very extensive.

Improvements During 1897.

The improvements for the year 1897 are such as the description given in some of the reports already printed would apply. They consist principally of various connections made either by sinking shafts of small depths from one vein to another, or tunnel or plane connections for the purpose of ventilation, or the development of parts of properties. In short, the improvements may be described as such as become necessary from year to year in order to keep up the out-

CLEARVIEW COAL COMPANY

Clearview Colliery.—Sunk shaft from four foot vein to Rock vein and installed one 5-ton Jeffrey electric motor, one Jeffrey long wall coal cutter, one 150 K. W. motor generator set and one set of breaker rolls, 36 by 36 inches.

BULLS HEAD COAL COMPANY

Bulls Head Colliery.—Installed one 200 H. P. locomotive boiler, and one air compressor, 12 by 19 by 11 by 14 feet. Built a hospital and compressor room.

Cayuga Colliery.—Installed one 7-ton electric locomotive with reel attachment; also one shortwall coal-cutting machine. Made second opening to New County vein. Installed electric hoist at No. 6 plane, Clark vein.

Brisbin Colliery.—Installed one longwall coal-cutting machine.

BULLS HEAD COAL COMPANY

Church Colliery.—Installed one 75-horse power Western Electric mine hoist, one 75 K. W. 112 H. P. motor generator set, and one Morgan-Gardner coal-cutting machine.

CLEARVIEW COAL COMPANY

Conklin Colliery.—A hoisting tower was built to cross the D., L. and W. track and load the coal from mine to railroad cars. The coal is taken to the Peoples Coal Company for preparation.