

No. 1 slope.—This slope, as stated before, is located at the northern end of the second opening to the old shaft, and is on the same vein; it is now ready to hoist coal, having its machinery, &c., in working order; some coal is being hoisted at present for local sales; but the new breaker and the road leading thereto are not quite ready.

No. 2 shaft.—This shaft is located north-west of the old shaft some distance, and is intended to work the coal from the north and west as far as their jurisdiction goes. The work is being done by direction of the general superintendent, Daniel Edwards, Esq.

WILKESBARE AND SENECA LAKE COAL COMPANY'S MINES.

This colliery is located on the plank road near the **Hillman** old colliery. The same vein is being worked as formerly was worked by Hillman & Son, hence called the Hillman vein. Besides the above, there has been another vein tunneled into, but not much coal worked out from it as yet.

The surface opening is a slope, which is sunk about 600 feet below the old Hillman (or water level) gangway. One lift is just opened out at bottom of slope. The other lift 300 feet below the water level is the one in regard to which we had so much law in regard to the second opening. This matter having been well ventilated through the papers from time to time, I do not deem it necessary to go into the details in this report, but suffice it to say, that the action of the inspector was sustained by the decision of the county court, which has since been affirmed by the Supreme Court.

That part of the mine just referred to has been idle for many months this year, but is now being worked in compliance with the requirements of the ventilation law. There is considerable gas generated in that part of the mine, but with ordinary care on the part of the mine boss and the employees, there should be no serious difficulty in ventilating the place.

There is some work being done on the old water level lift. It is an old working, and is difficult to get any extra current to circulate the face of the mine. There is a small furnace being used at present to ventilate the same.

Ventilation is produced for the lower working by a fan 12 feet diameter. Amount of air at face of mine 10,550 cubic feet per minute; amount at outlet 32,000 cubic feet.

Wm. B. Maffet, general superintendent; J. Teasdale, mining boss.

WILKESBARE COAL AND IRON COMPANY'S MINES.

The mines operated by this company are located some on the north and others south of the Susquehanna river, and consist of 4 shafts, 7 slopes, 1 tunnel and 1 drift producing coal, exclusive of two drifts abandoned, Hollenback No. 1 and the Hartford water level drifts. In addition to the above, there are 4 shafts, 3 tunnels and 2 slopes now being opened or sunk.

No. — tunnel.—This is a new opening. It is located at Espy, a small village between Warrior Run and Wanamie. It has been driven southward into the base of the mountain about 1,500 feet. The intention is to reach the Red Ash vein. It is discontinued for the present.

No. — Slope.—This slope also is located at Espy. It is a new one; just being sunk, and is down at present about 200 feet. It is opened on the cropping of a vein just outside of the tunnel entrance. No breaker has been built at this place yet.

Geo. Parrish, general superintendent.

No. 9 shaft.—This shaft is located within the borough of Sugar Notch. It is sunk into a small vein called the five feet, from which a tunnel has been driven into what is generally called the Ross vein here.

This has been rather a troublesome mine to ventilate, on account of having met with so many large rock faults. Besides that, their fan is placed at so great a distance away from the working that much of its power is expended by friction outside of the working part of the mine. Notwithstanding this, the mining boss,

things will exist, and that a proper system and ample ventilation will, for once, be had, to enable the inspector to so report, and the employés to have what they are entitled under the law—good ventilation.

ALBRIGHT, DICKSON & Co.—This company operate, or rather are taking and exploring the territory in the same seam that the Ellenwold Coal Company operated in their new shaft. They began to drive a trial slope on the dip of the seam, in a southerly direction, and are down now over one thousand feet, having reached a vertical depth of about two hundred and thirty feet, and are still driving ahead. They are also driving the work necessary to secure a lawful second opening to the same, and doing other work, preparing for fan erections, &c., looking to the general operating of the colliery during the year 1880, to all appearance. Time alone will tell what the result may be. It is fair to say, however, that if pluck and perseverance, and a desire to comply with the law amounts to anything, then they should succeed, which success they are fairly entitled to.

RED ASH COAL COMPANY.—The said company has built the coal breaker which I mentioned in my last report as being in contemplation, and although it is only considered a small concern, yet their shipments from July to December of this year, both inclusive, amount to nearly twenty-five thousand tons of the celebrated red ash seam, and the colliery has the appearance of being a safe one for the workmen, and a paying one to the operator. The company has promised to erect a fan fifteen feet in diameter in the spring of 1880, to ventilate the workings and to take the place of a furnace temporarily erected there until the said time.

H. B. HILLMAN.—Mr. Hillman has sunk a new slope on a seam overlying the Hillman seam to the south, and has commenced shipping coal therefrom. Having already moved his fan to said opening, and had a second opening, &c., as required by law, Mr. Hillman is one of the very few individual operators now operating in this district, and it would appear that while he does not seem to be desirous to go (deep) into the mining business, he still likes to prove to our mining people that he can secure considerable of the black diamonds without going very far away from where he and his friends have been mining and preparing coal for market for the last thirty years. And so far as the writer knows, during his time as an officer here, the men employed by Mr. H. have done as well as under any other employer, and have been very free from accidents, unusually so. This, I say, is to the credit of both officers and the workmen, because neglect on the part of either would have been sufficient to produce different results.

DELAWARE AND HUDSON COAL COMPANY.—The improvements done by the said company consist principally in the erection of a new fan twenty feet diameter, near the old Swetand or No. 4 colliery, Plymouth, to ventilate the workings in No. 5 colliery, which was formerly done by a fan located at the head of their hoisting shaft. Mention was made of the unsatisfactory condition of this mine, and some others, in my last report; and now that the new fan above mentioned had been put into operation, I

They will be ready to start sometime in March, 1883, and is expected to mine considerable quantity of coal before the end of the following year.

The Hillman Coal Company.

This company is sinking a shaft a little east of Wilkes-Barre to work the Hillman seam. It is down at this writing 185 feet. The breaker is also under progress of construction, and they will be ready to ship coal probably about next July. The size of the shaft is 16×11 feet and its depth when completed will be about 220 feet.

Cowan and Diniany.

These gentlemen are sinking two shafts on the Schooley property, north-east of Wyoming. The main shaft is down at this writing about 180 feet. Its size is 24×10 feet, and will, when completed to the Pittston vein, have a depth of about 350 feet. They have experienced great difficulty in sinking this shaft, owing to the unusual depth of sand existing there, about 100 feet of depth. After going down 102 feet, they struck rock. They had one set of cribbing put in, and when they struck the rock, another cribbing was put inside of the first, and a brick-cemented wall built in the space between the two. The timber used in the cribbing was 12 inches thick. The same trouble was experienced in sinking the air-shaft, which is down at this writing about 100 feet, and they have not struck rock yet. A new breaker is being built, and the structure will be completed about next May, ready to ship coal, provided the shafts will be completed. I am informed that this company contemplate sinking another pair of shafts, near Wyoming, at the foot of the mountain, and the ground is already broken where it is to be sunk. The shafts will open a large territory of coal lands hitherto undeveloped, the coal having not been mined anywhere near that section.

Table No. 3 shows the dimensions and depth of all the shafts which were completed, and of those which were in progress at the end of 1882, to which the reader is referred.

LEHIGH Valley
Coal Co

placed at the head of slope to hoist the coal to breaker. Likewise a pair of engines was erected at the head of Coal Brook slope to hoist the coal.

At the Prospect Shaft a brick addition to the boiler house was made enclosing a 250 horse power B. & W. boiler. A new brick engine house has been completed. In the Midvale slope on different levels. Three rock tunnels were driven from the Hillman to Brookley veins, which will be used for the transportation of coal.

In the Hillman slope a rock tunnel was driven from the Hillman to the Bowkley veins.

At the Henry colliery the hoisting shaft was extended from the Baltimore to Skidmore veins. A rock tunnel was driven through an overlap to the five-foot, 220 feet. The second opening tunnel is being driven at present.

The two new shafts begun in 1902, were sunk to Red Ash vein, a distance of 675 feet from the surface. A brick engine house 34x72 feet was erected for the hoisting engines of these shafts.

The Wyoming shaft, the old wood cribbing from the surface to the rock, was replaced by concrete, which makes a good job at this shaft.

At the Heidelberg No. 1 slope a new rock plane, 18 degree pitch, was driven from the lower split to the upper split of Red Ash vein, a distance of 212 feet. The second opening was driven on a 30 degree pitch. A rock slope is being sunk from the Marcy to Clark vein, also a second opening shaft for same.

A new 12-foot diameter ventilating fan was erected. A new brick boiler house was built, enclosing a 450 horse power return tubular boiler. Dispensing with the old boiler plant.

Improvements by the Delaware and Hudson Company

At the Baltimore tunnel the General Electric Company has installed an electrical haulage which handles all the coal from the Red Ash vein to the mouth of tunnel, doing away with the use of a rope haulage plant and hoisting plant at No. 4 shaft. The Stanton vein slope has been extended 250 feet. A new breaker is in course of erection to prepare the coal which is now taken to No. 5 breaker for preparation.

Improvements by the Hudson Coal Company

A new breaker has been completed at Pine Ridge with a new steel head frame erected over the shaft. The foot of the shaft has been remodeled by brick arching and a chain hoist put in for handling the empty cars. To accomplish all of the above work at the foot of

Inside.—Rock Plane airway Kidney to Abbott.
 No. 19 Tunnel extended to Abbott.
 Inman No. 21 Colliery.—Sinking Baltimore and Red Ash shafts.

DELAWARE AND HUDSON COMPANY

Baltimore Slope.—Washery completed and in operation.
 Baltimore No. 5.—New breaker erected to take place of one destroyed by fire, February 7, 1907, breaker now in operation.
 An 8x6 bore hole driven from surface to Red Ash vein, 950 feet for the conveyance of electric wires.
 Baltimore No. 2.—No. 9 Slope Red Ash vein, driven 200 feet and completed.
 No. 10 Slope Ross vein opened and driven 600 feet.
 No. 11 Slope Ross vein opened and driven 600 feet.
 Baltimore Tunnel.—No. 6 Slope, Red Ash vein extended 600 feet.
 Top split Red Ash vein opened on 5th and 6th.
 East.—No. 6 Slope, Bottom Red Ash vein.
 Conyngham.—No. 11 plane, Abbott vein, driven 50 feet and completed a 10" bore hole from Baltimore to Red Ash vein, driven 348 feet for water.

WILKES-BARRE AND SCRANTON COAL AND IRON COMPANY

Hillman Mine.—The slope in Stanton vein was extended 579 feet. The Slope airway Stanton was extended 579 feet.

Mine Foremen's Examinations

The examination of applicants for certificates of qualification as Mine Foremen and Assistant Mine Foremen was held on the 14th and 15th of May, at the Y. M. C. A. Building, Wilkes-Barre.

The Board of Examiners was Thomas H. Price, Inspector of Mines; F. H. Kohlbraker, superintendent; Thomas D. Lloyd and Patrick McGrane, miners. The following applicants were recommended for certificates:

Mine Foremen

Andrew Peterson, William Owens, Wilkes-Barre; Alfred B. Taylor, John C. Hermansen, Alden Station; Patrick Shovlin, Plymouth.

Assistant Mine Foremen

Henry Lewis, Morgan P. Harrison, Lewis R. Thomas, William D. Thomas, Plymouth; John R. Owens, Westmoor; Edward W. Davis, Wilkes-Barre; David Lloyd, Plymouth; Benjamin G. Griffiths, Sugar Notch; David H. Walters, James B. Flammery, Nanticoke; William L. Richards, D. J. Edwards, Edwardsville; Daniel Davis, Kingston; James Bryan, Alden Station; Thomas Price, Peely.

ham shaft section, Baltimore No. 5 Colliery, Hudson Coal Company. Ten lives were lost in the explosion.

A report of the Commission appointed by the Secretary of Mines to investigate the cause of the explosion is printed herewith.

June 28, 1928.

Hon. W. H. Glasgow,
Secretary of Mines,
Harrisburg, Penna.

Honored Sir:

Herewith find report of the accident that happened on May 25, 1928 in the Red Ash Vein of the Conyngham Shaft Section of Baltimore No. 5 Colliery of the Hudson Coal Company.

The accident occurred in the section known as the second west gangway off No. 1 Slope extension in the Red Ash Vein. This section of the mine was a part of the former **Hillman** Shaft Colliery, an independent colliery acquired by the Hudson Coal Company a few years ago.

The Hudson Coal Company did not have mining rights in several important areas in this locality, having but a narrow strip that they could mine for a distance of about 300 feet (as shown on the accompanying print).

Owing to the failure to secure mining rights in this territory, it made it quite difficult to conduct the ventilation in the proper manner. The ventilation depended mainly on a door placed on the gangway at miner No. 5110's place and known as Mike Morga's door in the testimony.

There was also another door outside of this on the gangway in the pillar between No. 11 slope and slope airway which deflected the air current through the basin workings east of the slope, and then was brought back up the old No. 11 slope to the airway, from where it continued into the face workings along the barrier pillar where a booster fan was in operation. This second door, or the outside door, (as shown on the map) was not as important as the inside door, and if it was left open only short circuited the air from the dip workings, which, according to the testimony, was not of a gaseous nature, as gas had not been found in these workings.

The line chamber along the barrier above the airway (namely Miner No. 5104's place—George Oko) had been driven up a distance of 50 feet and had struck a roll or fault in the face; they had started to drive a cross cut in the bottom bench at the face and the coal, being of a very shaley nature, had run away up the pitch along the fault to a height of 30 or 40 feet. The place was timbered right to the face and a box brattice, or chute, had been put in to try and keep ventilation up into the cavity along the roll so as to keep it clear of gas.

After this chute had been installed it was found that there was not a sufficient amount of air to keep the cavity clear of gas, so an electric booster fan was put in to create a greater velocity and a vent tube attached to throw the air up into the cavity along the fault. This fan was put in behind a wing of brattice at the face of the airway (see sketch) and had been in use about three weeks.