

At No. 9 colliery, the hoisting-shaft was sunk from the 14-foot to the Red Ash seam, a distance of 300', which opens a large area of good coal for this colliery.

In No. 10 shaft, a tunnel was driven through an anticlinal 428' with a sectional area of 84'; between this and No. 9 shaft in the Marcy vein it will be used for transporting coal.

In the Hoyt a tunnel was driven from the foot of the shaft in the 14-foot vein to the Marcy, a distance of 300', which opens a large field of good coal. A new slope is being sunk in the Marcy seam to connect the ventilation.

Shaft No. 4, which has been idle since 1886, has been sunk from the Marcy to the Red Ash seam 211'. The air connections have been completed between the shafts in both veins. A new 20-foot fan has been erected on the new shaft sunk in 1888, to ventilate the workings of both veins. The coal hoisted from these shafts will be taken to the Ewen breaker to be prepared for market.

Lehigh Valley Coal Company.

The Heidelberg slope No. 1 has been extended through a rock-fault 450', sectional area 7'x12', with a gradient of 16°, which opens a large field of good coal for this colliery. The second opening is now in progress, being rapidly driven to completion, when a new fan will be erected thereon to furnish ventilation.

Delaware, Lackawanna and Western Railroad Company.

At the Hallstead colliery a new shaft 10'x12' has been sunk on the west side of the Lackawanna river from the surface to the Red Ash seam, a distance of 279', to be used for a second opening and for pumping water from the mine. A new 16-foot open fan was erected on the old second opening, close to the hoisting-shaft. This makes the second fan used in ventilating this colliery, and it gives general satisfaction.

The new Pettebone shaft of this company was completed to the Red Ash seam, which was cut at a depth of 1,126'. The air-shaft cut the Red Ash seam at a depth of 1,143'. The both shafts have been connected in the bottom seam. A new 17-foot open fan was erected on the main shaft. These shafts open an extensive field of good coal. A pair of direct-acting hoisting engines were placed to hoist therefrom. A new breaker is in the course of erection at this writing, which is expected to be ready to prepare coal for market in the month of July, 1890.

Newton Coal Company.

At the Twin shaft a new 24-foot fan was erected to ventilate the workings of the Red Ash vein. This makes the second fan erected on this colliery.

dips in the several veins, which would not flow to the tanks, from 5,000,000 to 10,000,000 gallons, making a total of about 85,000,000 gallons corresponding very closely to the amount estimated as put in in 1893.

Regarding the Hallstead. The water started to flow into the mine on the morning of September 21st, 1894, and by night was flowing at from 2,500 to 3,000 gallons per minute. This inflow was caused by a cave which extended over about 10 acres, and the cracks from which were visible on the surface. As the ground affected is all underlain with water bearing gravel through which the cracks extended, it seems probable that the water comes through this gravel, partially from the river and partially from the small streams which disappeared near the cracks on the surface. These streams have been carried in flumes for some distance, and this seems to have decreased the flow in the mines.

In order to handle the water, it was necessary to introduce nine pumps of various sizes, 250 horse power of boilers, lay about 5,000 feet of ten-inch and twelve-inch column pipe, and 6,000 feet of five-inch and six-inch steam pipe, in addition to the pumping plant previously in use at the colliery.

These pumps were started one week after the breaking in of the water and steadily lowered the water which had filled up the workings below, and part of the No. 9 level. The colliery resumed the shipment of coal on November 21, 1894. The flow has decreased so that it does not now average over 1,200 gallons per minute.

Colliery Improvements During 1894.

Some very important improvements were made at several of the collieries during the year 1894, a few of which are described in detail as follows:

Improvements by the Pennsylvania Coal Company.

At No. 10 shaft, Jr., a 20-foot Guibal fan was erected run by a horizontal engine 14x30 inches, under a speed of 50 revolutions and half-inch water gauge, exhausting 75,000 cubic feet of air per minute.

At No. 7 shaft a 20-foot Guibal fan was erected run by a horizontal engine, 16x30 inch, directly connected, which gives very good results.

In the Hoyt shaft the second opening from the red ash to the Marcy seam was driven through the rock strata between the seams on a grade of 27 degrees a distance of 270 feet, with a sectional area of 84 feet.

of the said Thomas McDonald, Cortland Rolls and Alex. Young on 31st day of December, 1895, caused by boiler explosion.

JOHN E. PERKINS,
Deputy Coroner.
JOHN MOORE,
M. J. REAP,
MICHAEL FADDEN,
HENRY SAVANNAH,
CON. McLAUGHLIN,
JAMES CONNELLY,
Jury.

COLLIERY IMPROVEMENTS DURING 1895.

Pennsylvania Coal Company.

A new shaft was sunk a distance of 79 feet with a sectional area of 100 feet. It is used for ventilation at their Barnum colliery. A new 14 foot fan was erected which exhausts 95,000 cubic feet of air per minute while running 62 revolutions. It is driven by a horizontal engine steam cylinder 10x24 inches.

At Law's shaft a new 20 foot fan was erected which exhausts 95,500 cubic feet of air per minute, steam cylinder 15x30 inches.

At the **Hoyte** shaft a new 20 foot fan was erected as a duplicate to the one in present use and so arranged that it can be started at a minute's notice in case of the disarrangement of the other one.

The No. 5 shaft was enlarged from the surface to the Pittston seam, and cribbed from the rock to the surface with stone. It was then sunk from the Pittston to the Red Ash seam, a distance of 232 feet which opens up a large territory of coal. The second opening has been started for some time and will be connected with Number 11 shaft which will answer in the same capacity for it. A new fan 20 feet in diameter has been erected to ventilate the workings but it is not in operation at this writing.

Lehigh Valley Coal Company.

At the Exeter colliery of this company the culm washery was enlarged and fitted with the latest improved machinery for cleaning the smaller size coal. A new steam shovel was put in use to convey the culm to the washery, which works very successfully.

Number 6 Colliery.—In Number 6 Shaft a new brick car and blacksmith shop was built 30x90 feet; also a new brick wash house 17x17 feet.

A tunnel from Clark vein, Number 6 Shaft, to the Babylon vein, in Number 5 shaft, was completed. This will bring all coal to the same foot. Condition of colliery and ventilation fair; drainage bad.

Number 11 Shaft.—A steam plane was driven from the Babylon to the 14 foot vein to the Laffin basin. This will shorten the distance of transportation of coal over one mile.

A ventilating shaft was sunk from the Babylon to Red Ash vein on south pitch. Condition of colliery, fair.

Number 5 Shaft.—No improvements. Condition of colliery, fair.

Ewen Colliery.—A large washery was erected with a daily capacity of 1,600 tons. It is completed with modern machinery for cleaning the culm from the bank.

Number 4 Shaft.—A new steel tower was erected over the hoisting shaft. A new engine and pump house 41x20 feet was built, also a blacksmith, oil and wash house, 48x17 feet, of brick. A rock tunnel was driven from the Marcy to the 14 foot vein to recover the pillars in the old Number 2 Shaft. Condition of colliery, good.

Hoyte Shaft.—A new steel hoisting tower was erected over this shaft 80 feet in height; a new engine and compressor house was built of brick. A rock slope was also driven from the 14 foot to Marcy vein. This slope will reach the coal in Marcy vein, that otherwise could not be reached. Condition of colliery, good.

Number 10 Colliery.—A new breaker and washery was built situated between Number 10 and Number 8 colliery, which will take and prepare the coal from Numbers 1, 8, 9, 10 and 10, Jr., Shafts. It is equipped with all the most modern improvements and has a capacity of 5,000 tons per day.

The coal is carried to the top of breaker by inclined over-lapping open top bucket steel conveyor, which is operated by 185 horse power 250 volt compound wound motor, reciprocating feed on conveyor driven by 10 H. P. 250 volt compound wound motor. The breaker and washery is equipped with mechanical pickers and nine L. V. jigs.

Both buildings are heated by exhaust steam. The engines are the Pennsylvania Coal Company pattern, 18x36 inches, in pairs. A brick building 50x160 feet was built for car and machine shops and is equipped with three lathes, planer, drill press, shaping machines operated by steam.

New mine scales and building erected at foot of conveyor for weighing mine cars. A new track scales for both light and loaded cars have been installed by Barker and Son, Scranton, Pa.

The power house is built of brick 34x74 feet with four engine type direct current compound generators 215 K. W. capacity, four 18x20 inch automatic McEwen engines. This electric power will be carried to Barnum Colliery, Number 1 and Number 10 shafts, and will operate a part of the breaker.

The boiler house is built of brick 76x113 feet, with an addition of 40x33 feet. The boilers are of the Sterling maxim type, consisting of 2,400 H. P. Equipment for boiler plant will be one 4,500 H. P. feed water heater, two 16x10x18 inch Scranton duplex plunger end packed pumps.