

shaft to furnish the ventilation until the second opening was completed, when it will be placed on the shaft sunk for the purpose. A large and substantial breaker with a capacity of 1,000 tons per day has been erected to prepare the coal for market. It commenced to prepare coal in August, 1891. The coal from the breaker is shipped over the Lehigh Valley railroad to market. The machinery in and around the breaker is of the very best, and all dangerous places are properly guarded for safety to the employes.

John A. Hutchins & Co.

A new colliery called the **Morning Star**, operated by John A. Hutchins & Co., has been started to prepare and ship coal. It is situated one-half mile north of the town of Wyoming. The opening consists of a tunnel cutting the Cooper and Bennett seams at a distance from the surface of 450 feet. The veins are $4\frac{1}{2}$ feet. The ventilation is produced by a furnace. A small breaker has been built 500 yards from the opening, which commenced to prepare and ship coal to market in June, 1891

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.