

angle of inclination is $9^{\circ} 35'$. The slope was driven part of the way through coal, at a cost of \$364, but there were $28\frac{1}{2}$ yards of rock to cut, from nought up to eight feet, which cost \$283 33, and 77 yards driven through sandstone, which cost \$3,080. The whole cost for sinking the slope was only \$3,952 33. They have a pair of engines, 13-inch cylinder and 18-inch stroke; estimated horse power, 50; the size of their drum is six feet diameter, which has an approved brake attached to it. There is no second opening to the slope, but they are driving for one toward No. 1 drift, and expect to make a connection soon.

OTHER NEW OPENINGS AND CONNECTIONS.

The Delaware, Lackawanna and Western railroad company have made connections between the Hampton shaft and the Oxford shaft, at Hyde Park, and between Tripp's slope and the Brisbin shaft, in the Third ward, Scranton. They have also sunk an air shaft, at Hyde Park, into the workings of the Oxford shaft, and connects also with the Hampton shaft workings. A fan is to be placed at this air shaft which will assist in ventilating both collieries named.

The Pennsylvania coal company have completed a new slope at No. 1 tunnel, in Pittston township, which is intended for hoisting coal. They have also made a second opening for No. 4 slope, in Jenkins township, which is to be used also for ventilation; and the workings of old No. 10 shaft in the 14-foot seam, have been connected with the new No. 10 shaft, in Pittston. No. 2 shaft, Dunmore, was sunk to the lower seam.

The Delaware and Hudson canal company have made a connection, in the 14-foot seam, between Marvine and Leggetts Creek shafts, Providence; and at No. 1 shaft, Carbondale, an air shaft has been sunk, and two more air shafts at No. 3 shaft, and still another at the Coal Brook colliery. These air shafts are only poor-make shafts, unless mechanical means are used to produce ventilation. There are too many of them in Carbondale. What is needed there is a system of air courses inside of the collieries.

At the Filer colliery, Winton, a drift has been driven from a ravine into the workings, for a traveling way for the men to go to and from their work. A new drift has been opened at the Greenwood colliery for mining coal, and the same company have made an additional opening for coal at the Sibly colliery, in Old Forge township. An opening has been made at the Green Ridge slope for ventilation. The above are all the openings and connections made in the district during the year, so far as I am informed.

IDLE AND ABANDONED COLLIERIES.

The Archbald shaft, Lackawanna township, and Oxford shaft, Hyde Park, owned by the Delaware, Lackawanna and Western railroad company, were idle all through the year; the last work done at the Hyde Park shaft was done in February, and the Scranton coal company's drifts at Bellevue were idle. Bellevue slope and shaft worked only $22\frac{1}{2}$ days.

No. 1 shaft, Pittston township, owned by Pennsylvania coal company, was idle; No. 2 and No. 3 shafts were abandoned as hoisting shafts, and are now used as pumping shafts.

The Marvine shaft, Providence; Powderly slope, Carbondale township, and Breaker, Forrest and Jefferson tunnels, Carbondale City, all owned by the Delaware and Hudson canal company, were idle.

The following collieries have also been idle: Rolling Mill colliery, Scranton, consisting of a slope, tunnel and drift; the Ontario colliery, Pleasant Valley, and the Heidelberg colliery, Pleasant Valley. Spring Brook No. 1