

CONSUMER'S COAL COMPANY'S SHAFT, KINGSTON, PA.

East Boston Shaft.—No. 1 carriage dropped, first trial, $13\frac{3}{4}$ inches; second trial, 6 inches; third trial, $9\frac{1}{2}$ inches. No. 2 carriage not used for hoisting or lowering persons.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY'S SHAFTS.

Avondale Shaft.—No. 1 carriage dropped, first trial, 2 inches; second trial, $1\frac{3}{4}$ inches; third trial, $1\frac{3}{4}$ inches. No. 2 carriage dropped, first trial, $1\frac{1}{2}$ inches; second trial, $1\frac{1}{2}$ inches; third trial, $1\frac{1}{2}$ inches.

Boston Shaft.—No. 1 carriage dropped, first trial, $1\frac{1}{2}$ inches; second trial, $1\frac{1}{2}$ inches; third trial, $1\frac{1}{2}$ inches. No. 2 carriage dropped, first trial, $1\frac{1}{2}$ inches; second trial, $1\frac{1}{2}$ inches.

RIVERSIDE COAL COMPANY'S SHAFT, PLAINSVILLE, PA.

Enterprise Shaft.—No. 1 carriage dropped, first trial, 4 inches; second trial, $\frac{3}{4}$ inch. No. 2 carriage not used for hoisting or lowering persons.

LUZERNE COAL AND IRON COMPANY'S SHAFTS, PLAINSVILLE, PA.

Henry Shaft.—No. 1 carriage dropped, first trial, 2 inches; second trial, 2 inches. No. 2 carriage not used for hoisting or lowering persons.

Prospect Shaft.—No. 1 carriage dropped, first trial, 2 inches; second trial, 2 inches; third trial, 2 inches. No. 2 carriage not used for hoisting or lowering persons.

DELAWARE AND HUDSON CANAL COMPANY'S SHAFTS.

Pine Ridge Shaft.—No. 1 carriage dropped, first trial, 2 inches; second trial, 2 inches; third trial, 2 inches. No. 2 carriage dropped, first trial, 2 inches; second trial, 2 inches; third trial, 2 inches.

Conyngham Shaft.—No. 1 carriage dropped, first trial, 12 inches; second trial, 14 inches; third trial, 8 inches. No. 2 carriage not used for lowering or hoisting persons.

NORTHERN COAL AND IRON COMPANY'S SHAFTS, PLYMOUTH, PA.

No. 1 Shaft.—No. 1 carriage dropped, first trial, 2 inches; second trial, 2 inches. No. 2 carriage dropped, first trial, 2 inches; second trial, 2 inches.

No. 2 Shaft.—No. 1 carriage dropped, first trial, 3 inches; second trial, 2 inches. No. 2 carriage dropped, first trial, 3 inches; second trial, 2 inches.

No. 3 Shaft.—No. 1 carriage dropped, first trial, 3 inches; second trial, 2 inches. No. 2 carriage not used for hoisting or lowering persons.

No. 4 Shaft.—No. 1 carriage dropped, first trial, 6 inches; second trial, $2\frac{1}{2}$ inches. No. 2 carriage dropped, first trial, 6 inches; second trial, $2\frac{1}{2}$ inches.

WILKES BARRE COAL AND IRON COMPANY'S SHAFTS.

Dodson Shaft.—No. 1 carriage dropped, first trial, 6 inches; second trial, 6 inches; third trial, 6 inches. No. 2 carriage dropped, first trial, 6 inches; second trial, 6 inches; third trial, 6 inches.

Lance Shaft.—No. 1 carriage dropped, first trial, 5 inches; second trial, 4 inches; third trial, 6 inches. No. 2 carriage dropped, first trial, 6 inches; second trial, 6 inches; third trial, 6 inches.

Prospect Shaft, L. V. C. Co.—This mine has had a second opening by connecting with the Oakwood shaft just sank, which is intended to give a lawful second opening and an additional means for ventilating Prospect shaft, besides that it will be used as a separate and independent hoisting shaft. Depth, 600 feet, nearly.

D. & H. C. Co.'s No. 4 Shaft, Plymouth Mines.—This shaft, having been sank from the Baltimore to the Red Ash seam, required a second opening, which was effected through sinking a new shaft west of the hoisting shaft, at the proper distance. The said new shaft is intended to be used for pumping and ventilation.

SHAFTS AT PRESENT WITHOUT SECOND OPENINGS.

D. & H. C. Co.'s No. 3 Shaft, near Plymouth.

L. & W. B. C. Co.'s Hollenback Shaft, located in the city.

S. C. Co.'s Nos. 1 and 2 Shafts, East Nanticoke.

BALTIMORE MINES FIRE.

The fire in the mines above named, which was described in my report for 1874, has not yet been extinguished, although confined within the barricade made of earth and clay, except that occasionally it breaks out, besides that the roof or covering, which is so thin and broken, falls in once in awhile. The force of persons that was required is now reduced to a very few men.

The steam from the boilers, mentioned in my last report as being forced into the fire, has been discontinued for some time.

EMPIRE FIRE.

It is not definitely known whether the fire in the above named mine, which was also described in my last report, is still burning or not. When last that the enclosure was penetrated the heat was so great in some parts, near the surface or crop of the seam, that it was considered advisable to close it up again, although it causes no other inconveniences than the expense of keeping a man or two to watch for fear of surface caves, which they had to guard against from the breaking out of the fire.

The coal that would have been brought to the shaft, being hoisted through No. 5 slope, has been done just as successfully through the new opening made west of the tunnel into No. 4 slope workings, and mining carried on just as extensive as prior to the fire.

STEAM BOILERS UNDER GROUND.

Nearly all the steam boilers located under ground in this district have, within the last few years, taken them out, and especially so since the great fires in the Empire and Baltimore mines. The boilers of Nos. 4 and 5 slopes, at the Empire mines, have been taken out, and a bore-hole 9 inches in diameter was put down with a diamond drill at No. 4, through which steam pipes were taken from boilers on the surface, and steam is conveyed from the surface to the No. 5 engines, the pipes being about fifteen hundred feet in length.

At Sugar Notch a hole has been put down preparatory to taking out boilers from said mine.

Franklin Coal Co.'s Old Slope.—The steam boilers that they have had inside of their mines for many years have this year been taken out.

Jersey Mine.—The steam boilers, located near the head of their inside slope, have been taken out about two or three years ago.

tion at Ashley. The shaft and breaker will be completed ready to ship coal in a few months, and this is expected to add about 2,500 tons per day to the already large producing capacity of this company.

The following is a list of their collieries and names of the foremen in the Fourth or Wilkes-Barre district.

Hollenback No. 2, Rees W. Morgan, inside foreman; J. A. Connor, outside foreman.

Empire No. 4, D. W. Davies, inside foreman; Thomas Williamson, outside foreman.

South Wilkes-Barre Nos. 3-5, J. F. Jones, inside foreman; T. B. Robinson, outside foreman.

Stanton No. 7, Wm. M. Thomas, inside foreman; Jacob Rhinehart, outside foreman.

Jersey No. 8, S. R. Morgan, inside foreman; C. L. Peck, outside foreman.

Sugar Notch No. 9, H. N. Martin, inside foreman; Thomas Mack, outside foreman.

Lance No. 11, William E. Jones, inside foreman; Dennis Moore, outside foreman.

Nottingham No. 15, James D. James, inside foreman; G. R. Connor, outside foreman.

Reynolds No. 16, James Rowe, inside foreman; J. B. Wolfe, outside foreman.

Wanamie Nos. 18, 19, Richard Lloyd, inside foreman; Thomas C. Carr, outside foreman.

Maxwell No. 20, S. R. Morgan, inside foreman; D. C. Tiffany, outside foreman.

Collieries of the Delaware and Hudson Canal Company.

This company operated nine collieries in the Fourth Anthracite district in the year 1894. Four of these are located in Wilkes-Barre and five in the neighborhood of Plymouth. Besides these, two new shafts are about completed, one near the Boston, and one north of the No. 2 shaft, Plymouth, for the purpose of working the lower seams in properties where the old collieries are working the upper seams.

This company employed an average of 3,501 persons in and about their mines during 1894, and worked 179.66 days. They produced 1,262,838 tons of coal, of which 1,243,151 tons was shipped to market. This shows a producing capacity of 6,919 tons per day from their collieries in the Fourth district.

Their mines in the Plymouth division are all, excepting the No. 4, working the Bennett or overlying seams. The No. 4 only has worked in the Red Ash and Ross seams; therefore, only a small proportion of these lower seams is mined.

the coal from the shaft to the breaker. Another conveyor line was constructed to convey the coal of the Baltimore No. 4 shaft to this breaker.

At the Boston colliery the breaker hoisting tower was torn down and a conveyor was constructed to scrape the coal from the dump at the shaft to the head of the breaker, and in the mine a tunnel has been driven from the bottom to the top split of the Red Ash seam. It is 400 feet in length and 7x12 feet area.

The No. 2 shaft at Plymouth was extended from the Bennett to the Red Ash seam 312 feet, making the total depth of the shaft 898 feet.

A new fan was erected to take the place of the old one. It is 22 feet in diameter, encased by a brick wall. It runs 70 revolutions and is exhausting 97,800 cubic feet of air. The engine is horizontal direct acting, 16x30 inch cylinder.

At the No. 3 colliery, Plymouth, the Hillman seam was opened and a slope was sunk to a length of 620 feet; average grade 12 degrees; 7x12 feet area.

At the **No. 4 colliery** a new slope has been sunk in the Red Ash seam to a length of 800 and it is still being driven. It is 7x14 feet area and has an average grade of 7 degrees. It opens a large area of excellent coal.

Improvements by the Susquehanna Coal Company.

In the No. 1 shaft, Nanticoke, an extension of tunnel has been driven from the Lee to the Ross seam a length of 960 feet, and 7x14 feet sectional area. A tunnel has been driven from the Forge through troubled ground a length of 1,570 feet, 7x14 feet area and is still being driven. An extension has been made by a tunnel from the Hillman to the Forge seam 650 feet in length, 7x14 feet area. A tunnel has been driven for ventilation purposes from the Hillman to the Hillman 240 feet in length and 7x14 feet area.

In the No. 4 slope, Nanticoke, the main slope has been extended through the rock from the Hillman towards the Forge seam a length of 350 feet and it is still being driven. The No. 21 tunnel was extended a length of 700 feet from the Mills to the Mills and Tunnel No. 23 driven on from the Hillman to the Mills a length of 500 feet. The area of all is 7x12 feet.

In the No. 2 shaft, Nanticoke, No. 5 slope was extended through an anticlinal from the Lee to the Lee a length of 420 feet and the No. 11 slope was driven through the rock from the Ross to the Lee seam an extended length of 850 feet. A new gravity plane 850 feet in length was made in the Ross seam.

At the No. 6 shaft, Glen Lyon, No. 5 tunnel was driven to a length

Plymouth No. 1.—Foot of shaft in Hillman vein, has been cleared up and very heavily timbered. Large sump driven below shaft in vein, and a duplex Janesville pump, 22x10x36 feet, has been installed. Began pumping October 1. Capacity, 1,000 gallons. This work has all been done preparatory to sinking the shaft down to the Bennet vein.

The Plymouth Pumping Plant.—A pump room, 17x59 feet, with offset 10x15 feet 6 inches. Stone side walls and brick arch. A Janesville compound duplex, 26x50x16x48 inches, with a capacity of 3,000 gallons, has been put in place. This pump is provided with a pump condenser. In connection with it there has been completed a 20-inch more hole for pumping water, which is 585 feet in depth.

Plymouth No. 2.—Car haul at foot of shaft, Red Ash vein, 70 feet long. Elevates empty cars to run back to slope, 400 feet away. No. 2 slope, in 5-foot vein, extended 300 feet. Ten-inch bore hole for flushing culm. High pressure boiler plant, four locomotive type of boilers in use; 78x28 feet 2 inches; brick boiler house, 54x81 feet. Boiler house is large enough for six boilers. Three cylinder boilers added to boiler plant.

Plymouth No. 3.—Completion of sinking shaft to bottom Red Ash vein, making total depth of shaft about 750 feet. Foot opened out about 50 feet on each side of shaft.

No. 7 tunnel through fault in Hillman vein, on shaft E gangway; 207 feet in length.

No. 9 tunnel from Five Foot to Stanton vein, about 400 feet.

No. 10 tunnel from Hillman to Lance vein, 259 feet long. Are driving plane airway in Lance to connect with airshaft. Now up 300 feet.

Abbott slope from outcrop to D. Low line, 450 feet long. Are driving gangways and airways east and west.

Six-inch bore hole for drawing Abbott, Lance, Five Foot and Cooper veins to Bennet vein and Plymouth pump plant at No. 1. Extension No. 1 air shaft to Five Foot vein, about 40 feet.

Plymouth No. 4.—No. 2 slope, in Ross vein, down 300 feet, going. No. 1 slope, in Red Ash vein, extension 200 feet, going. Rope hole for Ross slope. Pair engines, 18x36 inches, first motion. Frame engine house, 20x32 feet. Rope haulage, 900 feet long. Endless rope transporting cars from No. 4 to No. 5. Engines, pair 10x12 inch.

Plymouth No. 5.—Completion of No. 3 plane, in Red Ash vein, to connect No. 4 colliery. Plane, 2,200 feet long, operated by pair engines, size 22x48 inches, at No. 4 colliery. Rope is taken down No. 4 air shaft. No. 4 plane in No. 4 tunnel, Five Foot vein, 400 feet long. Connection of top split working with air shaft and hoisting shaft for second opening.

Boston.—Extension of No. 4 plane in top split of Red Ash through.

13-10-99

Plymouth No. 3.—Foot in Red Ash vein has been opened out, and is now connected with slope sunk from Boston vein. This slope is now an engine plane for No. 3.

No. 9 tunnel to Stanton vein completed 563 feet.

New fan, 10x28 feet, in brick engine house 48x48 feet, ventilating Red Ash vein, running since July.

Plymouth No. 4.—No. 2 Ross slope down 2,200 feet; still driving.

No. 1 Red Ash slope down 2,250 feet, still driving.

No. 7 plane, in Red Ash up 600 feet; still driving.

Plymouth No. 5.—No. 5 plane, in Red Ash, top split, up 500 feet; still driving.

Boston.—No. 4 plane, top split, Red Ash, completed up 1,400 feet.

Improvements by the Susquehanna Coal Company During the Year 1900.

Stearns.—No. 4 shaft, sunk 205 feet to 651 feet total depth.

No. 4 air shaft sunk 553 feet to 663 feet, total depth.

No. 5 shaft, sunk 172 feet to 220 feet, total depth. The sinking of these three shafts is now completed.

Rock foot No. 4 shaft driven 80 feet.

Nanticoke.—No. 14 slope, Lee seam, Nanticoke, rock work for head completed.

No. 12 rock plane, from Lee toward Ross, driven on 20-degree pitch 100 feet.

No. 13 rock plane, 7x14 feet, 20-degree pitch, driven up 100 feet from No. 21 tunnel, completed.

Outside Improvement—New narrow gauge railroad, three miles, from Nanticoke to Stearns.

New compressor plant for No. 14. Slope engines, Nanticoke, Pa. Engines to be inside at head of slope, and compressed air to pass through bore hole.

One thousand horse power new Babcock & Wilcox boilers, No. 5 breaker, Nanticoke.

One thousand horse power new Babcock & Wilcox boilers, No. 1 shaft, Nanticoke.

Improvements by Delaware, Lackawanna and Western Company During the Year 1900.

Woodward.—One 500-horse power engine directly connected with one G. E. 330 K. W. Multipolar Electric Generator.

One 80-horse power electric hoist in the Cooper seam.

One 120-horse power electric hoist in the Red Ash seam.

One 7x8-inch Triplex electric pump, 20-horse power motor.

this most dangerous enemy to the underground worker. I am glad to be able to report to you at this date that we are led to believe that we have succeeded in surrounding this affected district with incombustible material to prevent further spreading of the fire, and expect to be able to report in the near future that this destructive fire has been taken care of.

Woodward Colliery

Outside.—The improvements at this breaker during the year consist of labor-saving machinery, automatic slate pickers, conveyors, elevators, shakers, etc., together with a 15-foot dust fan which is materially assisting in improving the conditions at this breaker.

Inside.—The installation of two $7\frac{1}{2}$ ton electric locomotives, two electric hoists. Cooper and Abbot veins have been opened at No. 2 shaft, which will materially assist in increasing the output of this colliery in the future.

The condition of the colliery has been improved by a general cleaning up, white washing and painting of the buildings, on the outside, and the cleaning and ballasting of the roads on the inside.

DELAWARE AND HUDSON COMPANY

Plymouth No. 2 Colliery

Reopening Hillman vein, repairs to No. 1 shaft, concreting, etc., making branches, etc., at foot of No. 9 plane; electrical machinery for lighting this division, buildings, etc., two large boilers added to the present boiler plant, extension of boiler house Hillman vein improvements; pump room and tunnel; additions to the washery, fifty new mine cars.

Plymouth No. 3 Colliery

Tunnel from bottom to top split of Red Ash vein. Additional compressor with house additions, etc. Additional boilers; fifty new mine cars.

Plymouth No. 4 Colliery

Mountain plane in the outcrop, conveyor for fuel to boiler house; fifty new mine cars.

Plymouth No. 5

Fifty new mine cars; coal conveyor.

Boston Colliery

No. 4 plane, bottom to top split Red Ash; one additional compressor; compressor house, addition to boiler house; rope haulage and extension, 100 new mine cars; chain hoist from tunnel to foot of shaft.

New barn built in Cooper vein to take place of barn destroyed by squeeze of 1903 in 5 foot vein.

Flushing hole and crushers to crush refuse from breaker for flushing purposes installed.

Plymouth No. 4.—No. 10 plane Ross vein driven 150 feet.

Plymouth No. 5.—Rope hole drilled and 12½x15 inch engines installed for No. 5 plane, top Red Ash vein, which has been extended 370 feet.

Boston.—No. 4 rock plane from bottom to top Red Ash completed 400 feet and extended in coal 200 feet; No. 4 tunnel Ross vein driven 132 feet; No. 10 plane, top Red Ash, extended 600 feet; No. 9 plane, top Red Ash, extended 400 feet; No. 11 plane, Bennett vein, has been opened from the old No. 1 tunnel level, 900 feet; foot of shaft Red Ash vein retimbered and equipped with light car haul.

Inside.—Two bore holes from surface for steam pipes, two car hoists at foot of shaft, two compressed air motors for haulage.

Wanimie No. 18 Colliery

Inside.—No. 7 rock slope Baltimore to Ross, No. 12 tunnel extended, Baltimore to Cooper.

DELAWARE AND HUDSON COMPANY

Plymouth No. 2

No. 10 plane, Top split Red Ash, extended 800 feet.

No. 6 slope, Stanton, extended 300 feet.

No. 8 slope, Hillman vein, extended 150 feet.

No. 12 Rock plane, Stanton to Kidney vein, driven 330 feet.

Eight inch rope hole for No. 7 Stanton vein plane, 246 feet deep, and 12½ inch x 15 inch engines installed.

Eight inch culm hole and crusher plant for flushing refuse into the mines.

Plymouth No. 3

Crusher plant installed, to break up refuse from breaker to be flushed into the mines.

Plymouth No. 4

No. 10 plane, Ross vein, extended 150 feet, and 10 inch x 12 inch engines installed for operation of same.

No. 9 plane, Bennett vein, driven through old workings 600 feet, and pair of 10 inch x 13 inch engines installed for operation of same.

Crusher plant installed for flushing purposes.

Boston

No. 12 Rock plane, from Upper to Lower Ross, 250 feet.

No. 9 plane, Top split extended 315 feet.

No. 10 plane, Top split extended 100 feet.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Avondale

Extensive breaker improvements made at this colliery. When repair work was begun on this structure it almost became necessary to rebuild the entire building, costing a large amount of money, with the result that the company has what might be considered a modern breaker on a small scale.

The work of changing the location of steam boilers from the Ross shaft to the main shaft will be completed early during the year 1906.

Connection is being made with the colliery to the Nanticoke Power Station, which will generate electric current for operating locomotives and hoists in this mine.

A 7x12 rock tunnel connecting Red Ash and Ross vein, 743 feet long on a 5 per cent. grade has been completed.

Mules

March 21, Nottingham, No. 8 East Red Ash vein, Stanley Dudeck, miner was fatally injured. The driver was pulling a car out of the victim's chamber. The mule balked and would not pull the car. Dudeck came forward and struck the mule on the hips with a piece of iron. The mule kicked him. Dudeck came forward again and struck the mule a second time with the iron. The mule kicked him again, this time in the stomach. He died the same evening at his home from the result of his injuries.

Miscellaneous, Inside

February 18, Nottingham, 11 West, Red Ash vein, Thomas Mc-Daniels, inside conductor, was fatally injured. He was helping to charge the air locomotive when the coupling on the charging station came loose, permitting the escaping air to strike him. He died from the result of his injuries in the City Hospital, March 11.

December 28, Lance, Bennett vein, David Jones, laborer, was fatally injured. He was at the foot of the shaft, entering the cage to come to the surface, when a small piece of rock fell down the shaft and struck him on the head and crushed his skull at the base of the brain. He died a few minutes afterward.

Miscellaneous, Outside

June 29, Plymouth, No. 3, John Sweeney, slate picker, was electrocuted. He was playing about the breaker before starting time, and got hold of a steam pipe that was charged with electricity. It is supposed that the electric wire came in contact with the feed wire of the Traction Company, caused by the storm the night previous.

CONDITION OF COLLIERIES AND IMPROVEMENTS

DELAWARE AND HUDSON COMPANY

Plymouth No. 2

No. 11 Plane driven through rock from Stanton to Hillman vein 230 feet.

No. 10 plane extended 300 feet and finished.

No. 7 Slope, Bottom, Red Ash vein, extended 170 feet.

No. 6 Slope, Stanton vein, extended 475 feet.

Condition of colliery is good.

Plymouth No. 3

No. 8 Plane, Lance vein, driven 300 feet.

New steel tower erected over main hoisting shaft to take place of frame structure.

Condition of colliery is good.

Plymouth No. 4

No. 8 Plane, Top Split, Red Ash vein, extended 250 feet.

Condition of colliery is good.

Plymouth No. 5

No. 6 Slush hole continued from Bennett to Bottom Red Ash vein, a distance of 225 feet.

New steel tower erected over main shaft to take place of frame structure.

Condition of colliery is good.

No. 2 shaft.—Concrete for 79 feet from surface to rock, also re-timbered from concrete to bottom, and head frame replaced.

New brick oil house erected 18'x28'.

No. 6 slope in Stanton vein extended 90 feet and stopped in fault.

No. 14 rock plane driven from Stanton vein 550 feet, cutting Hillman, Lance and Abbott veins, and intersecting a 8 by 6" bore hole from surface to rock a distance of 203 feet, for use of rope to operate place.

Plymouth No. 3 Colliery.—Red Ash sump lengthened 450 feet.

No. 6 slope in Red Ash vein opened and driven 260 feet.

No. 15 rock tunnel driven 460 feet from bottom to top Red Ash vein.

Rock tunnel driven 100 feet from Stanton vein to tap shaft for ventilation.

Plymouth No. 4 Colliery.—No. 11 plane, Top Red Ash vein, extended 170 feet.

Plymouth No. 5. Colliery.—Boiler house erected 50'x60' and two Sterling 300 H. P. water type boilers installed.

Boston Colliery.—No. 13 plane, in Bottom Red Ash vein, extended 300 feet.

PARRISH COAL COMPANY

Parrish Colliery.—A rock plane driven from Baltimore vein to the Five Foot vein for ventilation, a distance of 279 feet, size 7' by 18' on a grade of fifteen degrees.

Sank No. 6 slope Baltimore vein a distance of 200 feet.

Buttonwood Colliery.—Sunk No. 4 slope, Stanton vein, a distance of 300 feet, to the boundary line.

Installed a new engine on top of Stanton plane, for plane and slope, geared 18" by 30" (double engine) 460 H. P.

Sank a slant slope from top of No. 2 slope Hillman vein 600 feet, to mine coal in a synclinal between two rolls.

A new plane driven on the Abbott vein 900 feet long, and a pair of geared engines 12" by 16", 124 H. P., installed.

A tunnel driven from the Kidney vein to the Abbott vein, to strike the vein at the southern boundary line, a distance of 470 feet size 7' by 12.

KINGSTON COAL COMPANY

Gaylord Colliery.—The old cylinder boiler plant has been dispensed with and 900 H. P. B. and W. boilers have been erected and installed in brick house. Said plant has been completed with duplicate feed pumps, Cochran water heater, etc.

A new brick house has been erected for electric generator and air compressor.

Two new 7½ ton electric locomotives have been purchased and electric haulage is in course of construction between the foot of the Bennett slope and the Red Ash.

A new washery or wet side addition to the breaker is in course of construction and almost completed, with three banks of shakers, duplicate rolls, duplicate elevator.

A Compound Duplex 28"x36" pump is being installed.

CONDITION OF COLLIERIES

DELAWARE AND HUDSON COMPANY

Plymouth No. 5 Colliery.—Ventilation, drainage and condition as to safety, good.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Woodward Colliery.—Ventilation, drainage and condition as to safety, good.

LEHIGH AND WILKES-BARRE COAL COMPANY

Lance No. 11 and Nottingham No. 15 Collieries.—Ventilation, drainage and condition as to safety, good.

KINGSTON COAL COMPANY

Kingston No. 2 and Gaylord Collieries.—Ventilation, drainage and condition as to safety, good.

PLYMOUTH RED ASH COAL COMPANY

Red Ash Colliery.—Ventilation, drainage and condition as to safety, good.

SHAWNEE COAL COMPANY

Shawnee Colliery.—Ventilation, drainage and condition as to safety, good.

IMPROVEMENTS

DELAWARE AND HUDSON COMPANY

Plymouth No. 5 Colliery.—At Plymouth No. 2 completed a slope from surface to Primrose bed, a distance of 160 feet, and an air shaft, 42 feet deep, from the surface.

Plymouth No. 3.—Completed No. 20 tunnel, Stanton to Five Foot vein, a distance of 600 feet; No. 20 tunnel, Five Foot to Cooper vein, a distance of 450 feet, and a slope from the surface to Snake Island bed, 140 feet long.

Plymouth No. 4.—Completed rock plane, Top Red Ash to Ross vein, and an air return Top Red Ash to Ross bed.

In the Boston section completed No. 14 tunnel, Top Red Ash to Bottom Ross, a distance of 250 feet, and an air return from Top Red Ash to Ross vein, a distance of 60 feet.

All coal in the Plymouth Division is prepared at Plymouth No. 5 breaker since the destruction of Plymouth No. 3 breaker by fire in December 1916.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Woodward Colliery.—The entire mine was thoroughly sectionalized and each section foreman had a concrete building erected in his respective section, equipped with an electric heater and telephone so that he can give his entire time to care and direction of his section.