

**Buffalo Mines.**—Built a three-foot gauge track railroad from mines to Jefferson branch of N. Y., L. E. & W. R. R., a distance of two and one-third miles. Coal is hauled by a small locomotive. A new hoisting engine, new main and pony rolls and screens were also put in, and the breaker and machinery given a thorough overhauling.

**Belmont Mines.**—A new water-level tunnel; was opened to coal headways, and airways were driven to cut off the distance in haulage.

**Edgerton No. 2** was opened by a water-level tunnel. It is located about two miles northeast of breaker. Coal is hauled by a small locomotive on a three-foot gauge track.

**Eaton Tunnel.**—Drove a heading to surface for manway and ventilation; size of opening, 6'x9'—54 feet.

**Eaton Shaft.**—Sunk a shaft from surface to the present working or "Archbald" vein 162 feet deep; size of opening, 10'x20'—120 feet area.

**Jermyn No. 3.**—Sinking slope; it is down 700 feet; opening 14'x7'—98 feet area; driven on a grade of one in three feet; in place, six new boilers, one pair of hoisting engines, 10'x10', one fan engine, 12'x12", and one pump, and are also building new breaker.

**Mount Pleasant Mines.**—Sinking a second opening from G, or Big vein, to Clark.

**Filer's Slope, now Mount Jessup.**—Have driven slope in coal about 1,000 feet in length.

**Lackawanna Shaft.**—Have placed an endless wire rope about 2,000 feet long in main gangway for haulage; it works satisfactorily; it is cheaper and better than horses or mules.

**Pancoast Shaft.**—Have put in a new set of boilers; have put in Zeigler's patent slate-pickers; have graded slope to a uniform grade for about 1,000 feet; they are using the electric arc light at this colliery and it gives general satisfaction.

**Rushbrook Shaft.**—Have erected a new blacksmith shop, 20'x20', a new powder house, 10'x10', a new barn, 14'x20'; have placed in mine a No. 10 Knowles pump, sunk a second opening to top vein, and have driven headings in top vein going east 350 feet, and in the same vein going west 300 feet; the east heading in bottom vein has been driven 400 feet, and in the same vein going west 125 feet.

**Spencer Shaft.**—Are driving slope in coal northwest of shaft; in middle vein they are down about 800 feet.

Hon. Thomas Waddell is at present opening up a new mine in Winton borough.

*Note.*—The Peakville Coal Company's colliery was idle during the year and did not ship any coal.

The Rushbrook colliery did not ship any coal during 1888.

Bridge colliery was sold and abandoned August 16, 1888.

Shaft No. 2, Penn. Coal Company, located in Dunmore, was abandoned September 1, 1888.

**Buffalo Mines.**—Built a three-foot gauge track railroad from mines to Jefferson branch of N. Y., L. E. & W. R. R., a distance of two and one-third miles. Coal is hauled by a small locomotive. A new hoisting engine, new main and pony rolls and screens were also put in, and the breaker and machinery given a thorough overhauling.

**Belmont Mines.**—A new water-level tunnel; was opened to coal headways, and airways were driven to cut off the distance in haulage.

**Edgerton No. 2** was opened by a water-level tunnel. It is located about two miles northeast of breaker. Coal is hauled by a small locomotive on a three-foot gauge track.

**Eaton Tunnel.**—Drove a heading to surface for manway and ventilation; size of opening, 6'x9'=54 feet.

**Eaton Shaft.**—Sunk a shaft from surface to the present working or "Archbald" vein 162 feet deep; size of opening, 10'x20'=120 feet area.

**Jermyn No. 3.**—Sinking slope; it is down 700 feet; opening 14'x7'=98 feet area; driven on a grade of one in three feet; in place, six new boilers, one pair of hoisting engines, 10'x10', one fan engine, 12"x12", and one pump, and are also building new breaker.

**Mount Pleasant Mines.**—Sinking a second opening from G, or Big vein, to Clark.

**Filer's Slope, now Mount Jessup.**—Have driven slope in coal about 1,000 feet in length.

**Lackawanna Shaft.**—Have placed an endless wire rope about 2,000 feet long in main gangway for haulage; it works satisfactorily; it is cheaper and better than horses or mules.

**Pancoast Shaft.**—Have put in a new set of boilers; have put in Zeigler's patent slate-pickers; have graded slope to a uniform grade for about 1,000 feet; they are using the electric arc light at this colliery and it gives general satisfaction.

**Rushbrook Shaft.**—Have erected a new blacksmith shop, 20'x20', a new powder house, 10'x10', a new barn, 14'x20'; have placed in mine a No. 10 Knowles pump, sunk a second opening to top vein, and have driven headings in top vein going east 350 feet, and in the same vein going west 300 feet; the east heading in bottom vein has been driven 400 feet, and in the same vein going west 125 feet.

**Spencer Shaft.**—Are driving slope in coal northwest of shaft; in middle vein they are down about 800 feet.

Hon. Thomas Waddell is at present opening up a new mine in Winton borough.

**Note.**—The Peakville Coal Company's colliery was idle during the year and did not ship any coal.

The Rushbrook colliery did not ship any coal during 1888.

Bridge colliery was sold and abandoned August 16, 1888.

Shaft No. 2, Penn. Coal Company, located in Dunmore, was abandoned September 1, 1888.