

*Hudson Coal Co*

shaft three rock tunnels were driven a total of 357 feet. Likewise a rock tunnel was driven from checker to Ross vein, a distance of 246 feet.

At the Lafin colliery the No. 4 slope was sunk 500 feet. The No. 3 Rock slope was driven from the Marcy to Red Ash vein, a distance of 321 feet. New hoisting engines have been placed in position to hoist the coal from the above slopes.

#### Improvements by the **Clarence Coal Company**

A new breaker was built with a capacity of 500 tons per day. It went into active operation May 1, 1903.

A new fan of the Guibal pattern, 12 feet in diameter, was erected on the return air shaft to furnish ventilation for the inside workings.

#### Mine Foremen's Examinations

The examination of applicants for certificates of qualification for mine foremen and assistant mine foremen was held in this district on the 9th and 10th of September, 1903, at Pittston, Pa. The board of examiners was H. McDonald, Mine Inspector; J. L. Cake, Supt., and John J. Morahan and David P. Williams, miners.

The following twenty-one applicants for mine foremen were recommended to the Chief of the Department of Mines for certificates:

#### Mine Foremen

John J. Hoban, Michael Gilroy, Michael Healey, Hamlet Corrigan, Peter Parry, Wm. J. Williams, Roland F. Jones and John S. Campbell, of Avoca, Pa., Frank Hanahoe and George Bradley, Michael Madden, Richard Harris and George Rowan, of Pittston, Pa., James Polard, Henry Northoff and John P. Daley, of Luzerne, Pa., Morgan E. Griffiths, of Taylor, Pa., Thomas Ninnis, of Duryea, Pa., Maurice Finn, Parsons, Pa., Michael S. Martin, Port Griffith, Pa., and James H. Gibbons, Hudson, Pa.

Twenty applicants for assistant mine foremen's certificates were recommended.

#### Assistant Mine Foremen

Gwilym Evans, Caleb Jones, William Coleman, John Noonan, West Pittston, Patrick Walsh, Alfred M. Hefferan, John King, James Weston, Pittston, Charles Cottel, Edward F. Reilley, Avoca, Joseph Chynoweth, John J. Martin, Port Griffith, August Zitterman, Michael J. Brady, Luzerne, Daniel R. Edmunds, Parsons, David J. Thomas, Plains, Thomas Sheehan, Thomas Reidy, Wyoming, Thomas Hooper, Maltby, Thomas McNamara, Miners Mills.

Heidelberg Number 2 Colliery.—Extensive repairs were made in breaker during the year.

Robbing of Red Ash vein was extensively carried out.

Silting of a portion of Red Ash vein under the Delaware and Hudson Railroad tracks was completed.

#### HILLSIDE COAL AND IRON COMPANY

Number 1 Slope in Thomas Shaft has been driven on the Middle Split of the Red Ash vein from the shaft level toward the basin, a distance of about 600 feet; area 6x16 feet. This Slope is continued as a steam plane to the top split of the Red Ash through the dividing rock, and has been driven a distance of about 300 feet. After entering the top split, the same engines will also serve on a continuation of the plane driven toward the basin as a slope in the top split, which will be driven as far as the coal can be worked.

These engines will therefore handle the coal in the Bottom Red Ash Slope and on the Power Plane Slope in the top split of the Red Ash. The Number 1 Power Plane in the middle split of the Red Ash has been extended a distance of about 350 feet; area, 6x14 feet. Condition, good.

Fernwood Colliery.—A washery 40x60x76 feet high has been built to wash out the Fernwood culm dump.

A power house built of brick 35x35x16 feet, and one 150 K. W. 275 to 300 volt electric generator, with 19x18 inch Ewen engines have been installed, and three 7½ ton electric motors in Number 1 Slope. Condition of colliery, good.

Clarence Colliery.—The Number 1 Slope has been extended 106 yards during the year, area 6x12 feet, and the Number 2 Slope 79 2.3 yards, area 6x12 feet. Condition of colliery, good.

#### HUDSON COAL COMPANY

Lafin Colliery.—New trestle from plane to breaker to replace one blown down by storm, new blacksmith and carpenter shop, locomotive house and supply house.

Number 5 Slope Bottom Red Ash, driven 600 feet.

Number 3 Plane driven 100 feet in rock from bottom to top split Red Ash and continued in vein 150 feet.

Number 6 Slope opened and driven 100 feet.

Condition of colliery, good.

Pine Ridge Colliery.—Number 13 Slope driven through rock from Hillman to Rock vein a distance of 250 feet, and continued in Rock vein a distance of 550 feet.

An 8 inch bore hole was put down 102 feet for rope for Number 13 Slope.

Number 14 Slope in Kidney vein extended 100 feet and completed, Number 15 Slope in Hillman vein extended 200 feet.

Number 16 Slope in Rock vein opened and driven 425 feet. A 22 inch bore hole was sunk for the purpose of pumping through to the surface from Checker vein, a distance of 464 feet.

A 6 inch bore hole sunk 146 feet to Hillman vein for flushing purposes.

A 6 inch bore hole sunk 203 feet to Rock vein for flushing purposes. Condition of colliery, fair.