

was erected thereon. The engine is seventy horse power, connected directly to the shaft of fan. It is used to ventilate the slope workings which were opened the year before.

The Maltby shaft of this company resumed operations in December, 1888, after being idle for four years.

Delaware and Hudson Canal Company.—This company has erected a new breaker at the Delaware shaft, located at Mill Creek. It was started to prepare and ship coal in August, 1888. It is one of the largest and best equipped, with the most improved machinery for the cleaning and preparing of coal that there is in the valley. The shaft workings are ventilated by the old twenty-foot fan that was formerly in operation at Pine Ridge shaft.

At the Laurel Run mines of this company an underground tunnel was driven from the bottom to the top split of the Baltimore seam a distance of eighty feet, likewise an air shaft to ventilate the same a depth of twenty-four feet, which will give good ventilation to this portion of the workings.

Butler Colliery Company.—The Mosier shaft of this company has been sunk from the Marcy to the Powder Mill seam, a distance of three hundred and eighty feet. The air shaft was sunk the year previous, so that the both shafts are now connected in the bottom seam, and the ventilation restored in the proper direction.

The Twin main and air shafts of this company have been sunk to the Powder Mill seam, a distance of two hundred and sixty-three feet. A new fan fourteen feet in diameter was erected on the air shaft, connected directly with a horizontal engine of forty horse power.

The Ravine shaft of this company was sunk to the Powder Mill seam, a distance of five hundred and seven feet, which opens up a large field of good coal for this colliery. A new fan twenty feet in diameter was erected on this shaft, connected directly by a horizontal engine of seventy-five horse power to ventilate this seam. A new air shaft was started from the surface and sunk to the Marcy seam connecting both shafts in this vein, the air shaft not having reached the Powder Mill seam yet, the second opening has not been completed in this vein. This company has likewise built a new breaker to prepare and ship the coal mined in the Twin and Ravine shafts. It is situated close to the Susquehanna river, in the borough of Pittston. It is the largest breaker in the district, and has a capacity of fifteen hundred tons of coal per day, having the latest improved machinery for the preparing of coal for market. All the machinery is covered or fenced off according to law. The coal is taken from the shafts, by two locomotives to the breaker, over a trestling one mile long.

Hillside Coal and Iron Company.—At the **Consolidated** slope a new fan was erected on a new air shaft, sunk for the purpose of ventilation. It is a closed fan twelve feet in diameter, connected with a horizontal engine by belt gearing. This slope was ventilated by a fur-

nace which gave such unsatisfactory results that it had to be dispensed with.

Black Diamond Colliery.—This company has sunk their air shaft from the Bennett to the Ross seam, a distance of two hundred and thirty feet. The coal is hoisted from the Ross seam through the air shaft to the Bennett vein and then taken to the foot of the main hoisting shaft to be hoisted to the breaker. They are widening the air shaft from the surface to the Bennett seam, to make the air shaft the main hoisting shaft, and having the shaft they are now hoisting the coal in for the air shaft, which will, in my opinion, be a decided improvement for the safety of the employes under ground, as the breaker is located over the main opening at present.

Florence Coal Company.—In the Elmwood shaft of this company a new underground slope was sunk a distance of seven hundred and twenty-five feet. The coal is hoisted to the bottom of shaft by a pair of double engines situated in the mines at head of slope.

Coal Breakers Destroyed by Fire.

The Dunn breaker with the surrounding buildings of Jermyn & Co., in Old Forge township, Lackawanna county, were totally destroyed by fire on the night of Tuesday, July 17, 1888. The culm bank had been on fire for some time, and being in close proximity to the breaker, the supposition is that it caught fire from the culm pile. A new breaker has been erected, two hundred feet from the shaft on the site of the old breaker which was erected over the shaft. A new fan of the Murphy pattern, fourteen feet in diameter, is to be erected in place of the one destroyed by the fire.

The Burning of the Consolidated Breaker.

On the night of Tuesday, December 11, 1888, the Consolidated breaker of the Hillside Coal and Iron Company, located in Pleasant Valley, was discovered to be on fire, and although strenuous efforts were made to prevent its destruction, in a short time it was completely destroyed. It is not known how the fire originated as there were no stoves or lights in the breaker at the time. A new breaker is now being built on the site of the old one.

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.

Improvements by the Forty Fort Coal Company.

Two new exhaust fans, 15 and 20 feet in diameter respectively were installed at the "Harry E" Colliery, replacing the old ones, which were inadequate to supply the ventilation required. The new fans exhaust 219,040 cubic feet of air per minute.

Improvements by the Hillside Coal and Iron Company.

A new air shaft has been sunk to a depth of 70 feet sectional area 10x10 feet, in the Consolidated Colliery, to be used for ventilation.

Improvement by the Westminster Coal Company.

A new fan 12 feet in diameter has been erected at this colliery to ventilate the underground slope workings. Engine 14x13-inch with a working speed of 60 revolutions.

Improvements by the Raub Coal Company, Limited.

A tunnel has been driven in the out crop of the Red Ash vein, a distance of 300 feet at the Louise colliery of this company, the coal from which is run down a gravity plane to the breaker. A new fan 12 feet in diameter has been installed on this tunnel which exhausts 60,000 cubic feet of air per minute to ventilate the workings.

Improvements by Robertson and Law.

A new slope has been sunk at the Katy Did Colliery a distance of 450 feet from the surface; area, 7x8 feet, with a gradient of 18 degrees.

A tunnel has been driven from the surface to the "Brown" seam, a distance of 100 feet; area, 10x10 feet, which is used for transporting coal.

Improvements by the Algonquin Coal Company.

On the Pine Ridge shaft of this company a new underground slope has been driven from the "Kidney" to the "Hillman vein," a distance of 632 feet, area, 7x20 feet. Three new gravity planes were made, varying in length from 380 to 460 feet. A tunnel has been driven from the Hillman to the Rock vein, a distance of 631.2 feet; area, 7x12 feet.

A steam plant has been projected in the Thomas shaft Red Ash vein from the shaft level up the east rise and driven a considerable distance which will work all the coal to the crop a distance approximately 3,500 feet. A pair of 16x20 inch engines is placed in position to handle all the coal.

A new slope called Butler Marcy slope, has been sunk from the surface in Marcy vein and through the old abandoned workings of the Butler shaft until at the present writing it has reached a distance of 3,500 feet. A pair of first motion 26x36 inch Vulcan engines installed for hoisting the coal, a new engine and fan house were erected and a 20-foot diameter fan built to ventilate the workings.

At the **Consolidated** colliery, of the above company, the No. 1 slope has been extended 140 feet to the bottom split of Red Ash vein.

DELAWARE AND HUDSON COMPANY

At the Delaware shaft, a new air return has been driven in the Cooper vein, a distance of 3,000 feet, to ventilate the territory covered by the mine fire of 1900, and also to ventilate numbers 19 and 20 tunnel workings.

At the Baltimore slope, No. 5 plane in Baltimore seam has been graded and a pair of engines installed on the surface which operate the plane by rope through a bore hole.

HUDSON COAL COMPANY

At the Laffin colliery a bore hole was drilled near the breaker and crusher plant installed for crushing the refuse from the breaker which is being flushed into the mine.

An engine plane in the Red Ash vein was driven 1,250 feet, a bore hole was drilled from surface to head of plane and a pair of 14x2 inch engines was installed on the surface to operate the same.

At the Laurel Run colliery, a rock tunnel from the Checker to Red Ash vein was driven a distance of 1,050 feet.

A new haulage road has been driven 450 feet toward Pine Ridge workings, to transport the coal up the Pine Ridge shaft to be prepared in the breaker. This road when finished will do away with the Laurel Run breaker.

Mine Foremen's Examinations

The examination of applicants for certificates of qualification as mine foremen and assistant mine foremen, was held on the 15th and 16th of June, at Pittston.

No. 8 slope extended 650 feet Red Ash vein to limit. The haulage road for transportation of No. 2 coal to Baltimore No. 5 shaft has been completed and equipped with electric motor. The haulage is 3,400 feet long. 10x12 inch engines installed on No. 4 slope Baltimore vein.

DELAWARE AND HUDSON COMPANY

Baltimore Tunnel.—No. 6 slope Red Ash vein extended 250 feet. New breaker at Baltimore tunnel equipped with machinery using electricity as power. Began operation December 1.

Baltimore No. 5.—No. 1 slope extended 1,600 feet. No. 2 tunnel driven 175 feet to bore hole for culm flushing. New electric power plant installed to furnish power for the Baltimore tunnel breaker and other uses as required.

HILLSIDE COAL AND IRON COMPANY

Butler Colliery, Outside.—New office was built 30x30x21 and new barn for stock, 32x110x21—6.

Thomas Shaft, Butler Colliery.—Rock plane 250 feet long area 7x12 feet from bottom Red Ash to top split of Red Ash. This plane will be continued in the top split as a steam plane, and will also work the coal in the bottom split as a slope below the shaft level.

The fan at Chapman shaft has been replaced with another and larger fan, 4x16 feet, which is being driven with an electrical motor.

Marcy or Butler Slope, Butler Colliery.—The main slope has been extended a distance of 750 feet further toward the basin in the Marcy vein.

Checker Slope in what is known as the Checker vein, Butler colliery. At a point 950 feet from head of slope, a rock fault was encountered, and after proving ground by bore holes, it was decided to drive through the fault, a distance of 550 feet to strike the coal on the other side. This has been completed and the total depth of the slope is now about 1,800 feet.

Fernwood Colliery, Outside.—Blacksmith, carpenter and machine shop erected, 24x68x20. New supply house, 18x18x16, with fire-proof oil house addition, tanks and pumps for handling the oil. A new barn for stock, 32x112x19-6, has been erected. The fan and fan engine house at No. 1 slope was torn down and rebuilt, and the fan engine changed, and is now in first class condition.

Consolidated Slope.—An additional gravity plane, 7x12x300 long has been driven in Stark vein. A duplex plunger pump, 20x10x36 has been installed for the purpose of furnishing water to the washery.

Consolidated Colliery, Outside.—Boiler house at breaker enlarged and two 150 H. P. return tubular boilers installed.

What is known as the annex to the breaker has been changed and converted into a washery for the purpose of preparing the small sizes from the breaker and also washing out what is known as the "Consolidated culm dump."

Mine Foremen's Examinations

The examination of applicants for certificates of qualification as mine foremen and assistant mine foremen was held on the 8th and 9th of May, at Pittston.

a brick washhouse at boiler house for the firemen, equipped with steel lockers and other improvements which make it modern in every respect.

LEHIGH VALLEY COAL COMPANY

Seneca Colliery, Outside.—The fire that developed from a smouldering condition in the old culm bank, and threatened the destruction of the breaker, was isolated by a trench cut through the bank. The Coxey shaft fan house was protected from sparks of passing engines by a corrugated iron, and the shaft is completely recribbed. 5276 feet of diamond drill test holes were completed for protection against accidents, in testing cover limits over Pittston and Marcy veins. A Williams crusher was installed for Pittston vein flushing. Inside.—A 4 inch drainage hole drilled from Marcy to red ash vein was completed. Two rock tunnels, driven through the upthrow in the red ash vein, were finished during the year.

William A and Lawrence Collieries, Outside.—An 8 inch rope haulage hole was drilled from surface to red ash vein at Babylon mine. Beginning January 1, 1907, the Lawrence breaker will be operated as a washery only, the coal being prepared at William A breaker. Inside.—A new haulage road has been driven 2,500 feet through middle split pillars to Babylon mines to minimize transportation. The road was continued in the bottom split across the Babylon tract to the westward, where a 300 foot tunnel opens up the virgin coal. This haulage road will be eventually connected with No. 10 tunnel at Campbell's Ledge, when it will be a continuous road of 16,000 feet in length.

HILLSIDE COAL AND IRON COMPANY

Consolidated Slope.—They are steadily opening on the bottom Red Ash vein at Consolidated slope, and have also just opened on the split of the Checker underlying the main Checker vein, about six feet apart. This has been done direct from the Consolidated main slope.

HUDSON COAL COMPANY

Langcliff Colliery.—No. 2 slope in Red Ash vein extended 380 feet. One 54 inch locomotive type boiler installed.

JERMYN AND COMPANY

Jermyn No. 1 Colliery.—This mine went on strike February 13 and the strike continued until August 23. On October 27 a cyclone destroyed the breaker which is now being rebuilt. During the suspension new sills and pockets were placed under the breaker.

Jermyn No. 2 Colliery.—The men at this mine went on strike February 13 and remained out until November 1, when operations were again resumed. A new rope haulage system was installed in the outside slope to the Clark and Marcy veins.

ELLIOTT, McCLURE AND COMPANY

Sibley Colliery.—On June 23 a fire broke out in the breaker about 10:45 A. M. and destroyed it, also the engine house, boiler house and supply house. A new breaker, boiler plant and other buildings are

ness of the rock covers. These bore-holes are driven at intervals of 100 feet. Whether the rock cover will give out, or a pot hole or crevice be tapped between bore-holes, remains to be seen.

At the Twin shaft, the Clark 5th and 6th veins are being developed at Scovel Island, a substantial coal barrier being retained between the new and the old workings.

It was the 5th and 6th veins that collapsed at the time of the Twin shaft disaster, when there was a great loss of life, and the condition of these workings to-day is problematical. It is known, however, that they contain a large quantity of water, and it is the Company's intention to try to get it out with the pumps now being installed. It is also known that these old workings contain some gas, but how much is not known. A careful inspection, however, fails to show anything alarming. The action of gas and water in bore-holes, driven to caved territory in the 5th and 6th veins, prompted me to ask the Department of Mines to appoint some other inspectors to look over the ground, and report the result of their investigation to me in writing. This was done and the report filed in Harrisburg.

At the Babylon Colliery the robbing, which is about all that is being done, is progressing very well. A large percentage of coal is being won, and a fatal accident is a rare thing.

At the Lawrence the management has, in my opinion, persisted in risking life to rob the pillars, which in some instances are reduced to culm in the squeezed territory in which the men labor, contrary to my requests and instructions in the matter, the argument advanced being that the men are reasonably "safe" and the coal must be won. The territory that could now be robbed with some degree of safety is left to be destroyed by the cancerous growth of this squeeze, which must advance, as the resistance now retarding its development is reduced, by removing the crushed masses of coal that once did duty as pillars.

William A. Colliery.—This is a pillar problem, the solution of which has caused the most serious thought on the part of the officials in charge. The three splits of the Red Ash vein are mined, and the relative position of one to the other, with three pitches, (two to the basin, and one at right angles to it.) the Lawrence being above them at the highest elevation, and the only anchoring point being the pillar under the Lackawanna River, are the problems they must overcome to win the coal, preserve their property, and not sacrifice life. To my knowledge nothing definite has been decided upon.

HILLSIDE COAL AND IRON COMPANY

Consolidated Colliery.—There have been some new developments in the Red Ash vein, which will increase the tonnage and continue the life of this colliery.

CONNELL ANTHRACITE MINING COMPANY

Connells Colliery.—This company has increased their electrical equipment by the installation of motors, undercutters and dynamos. They have also constructed a large dynamo house and increased the horse power of their boiler plant.

The mines are in good condition.

I consider these mines in a very satisfactory condition when the fact that there are over two hundred numbers robbing is taken into consideration. Every suggestion of the Inspector is carried out faithfully by a corps of competent officials with a superintendent who is constantly trying to improve matters.

ELLIOTT McCLURE AND COMPANY

The Sibley Mine has made an excellent record during the year. The two upper veins are being robbed and every precaution is employed to protect the workmen. The lower veins have been developed to a point where they supply a generous proportion of the total output.

Ventilation and drainage are good.

CONNELL ANTHRACITE MINING COMPANY

Connells Colliery made a very good showing for the year. A manway was constructed from the shaft through the workings to the surface. This was very much needed, as it keeps the employes from the haulage road, and does away with the man holes. Ventilation and drainage good.

HILLSIDE COAL AND IRON COMPANY

The Consolidated Colliery has added another feeder in the addition of Cotters slope, a new opening driven to the surface vein for the purpose of robbing pillars. Considerable second mining is also being done in the shaft and slope workings. Ventilation and drainage good.

HUDSON COAL COMPANY

Suring-Brook and Langcliff are old collieries. The second mining at Spring-Brook will be nearly completed during the coming year. At Langcliff the territory is very large and the workings very old. Occasionally squeezes occur, which are handled in a very safe and practical way. Ventilation and drainage good.

NORTHERN ANTHRACITE COAL COMPANY

Murrays Colliery is being continually improved as to roads, drainage and ventilation. No fatal accident has occurred at this colliery during my three years of office, although the Sullivan county collieries have a very bad falling roof to the B or principal vein. This speaks volumes for both officials and employes.

O'BOYLE-FOY ANTHRACITE COAL COMPANY

O'Boyle-Foys Colliery. The management exercises the greatest care and no fatal accident has occurred at this colliery during the past three years. About three miles of tail and main rope have been installed for transportation. Ventilation and drainage good.

AUSTIN COAL COMPANY

Austin Colliery is reduced to second mining almost exclusively. I do not recall a fatal accident inside for the past three years. However, there were two very unfortunate accidents outside during the

JERMYN AND COMPANY

Jermyn Nos. 1, 2, 3 Colliery:

No. 1.—Barn on inside torn out and mules taken to outside barn. A new slope driven from outside to Marcy vein. An electric plant was built for the purpose of lighting inside and outside.

No. 2.—A new concrete barn was built to take the place of wooden structure. Also tail rope engine house made of concrete.

HILLSIDE COAL AND IRON COMPANY

Consolidated Colliery.—A new opening was made to the Red Ash vein from the outcrop, which affords a second opening directly to that vein.

MOOSIC COAL COMPANY

Moosic Colliery.—A new breaker, 30 feet by 48 feet by 52 feet high, was built and necessary machinery placed therein for the preparation of coal.

An 80 horsepower electric hoist was installed at Corey slope and a fireproof engine house built. A fan 15 feet in diameter, driven by a 55 horsepower motor, was installed in a fireproof fan house to properly ventilate the workings of the Corey slope.

Central Colliery.—No. 13 shaft has been abandoned as a hoisting shaft. A motor road was made from No. 13 to Laws shaft, and the coal is hoisted at Laws shaft. No 13 shaft is only used as a pumping station and for lowering and hoisting men.

A new electric pump has been installed in Laws shaft, capable of handling 1,000 gallons of water per minute.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Pyne Colliery.—A second opening and return airway, 7 by 12, was driven from the Clark to the No. 1 Dunmore vein, pitch 25 degrees, total length 78 feet. A Welch automatic overwind device, or engine stop, was installed on the hoisting engines.

Taylor Colliery.—Concrete breaker and washery completed and put in operation during the month of July.

JERMYN AND COMPANY

Jermyns Colliery.—A new wash-house was built of brick and concrete, 80 by 20 feet, to accommodate 200 men and boys, with shower bath and lockers. A supply house was built of brick and concrete, 80 by 24 feet. Made slope from outside to Clark vein, to be used as second opening, also air shaft from Clark vein to Monkey vein. Balance plane in No. 2 mine. A new tower was erected at No. 3 shaft.

ELLIOT, McCLURE AND COMPANY

Sibley Colliery.—Concrete stables were completed in No. 2 Dunmore vein, also one in No. 3 Dunmore vein. Two Lehigh Valley double jigs for the preparation of egg and stove coal were installed in the breaker. An additional air compressor is being installed. A new compound duplex Jeanesville pump, with steam cylinders 22 and 34 inches, 16 inch plunger, 36 inch stroke, is being placed in position in the Dunmore vein. Big vein is being opened by a drift north of shaft. This drift has been driven about 300 feet.

HILLSIDE COAL AND IRON COMPANY

Consolidated Colliery.—Made a new opening on the North dip for hoisting slope for Red Ash vein. Engines moved from inside to outside. Fan and fan-house, car and blacksmith shop, barns, storehouses, locomotive house, foreman's office, emergency hospital, wash-house and boiler plant, were built near slope. This was done on account of fire in surface vein under location of old buildings near breaker.

Considerable work has been done grading the main haulage roads in No. 2 shaft to eliminate the present grades.

Central Colliery.—For better fire protection a new fire pump was installed outside.

Rebuilt the head frame over Laws shaft.

Considerable work has been done filling in the old workings in the Red Ash veins with culm and broken rock from the breaker.

A saw mill, operated by electricity, has been built to cut the props for the colliery.

The engine and pump house at No. 13 shaft was rebuilt, making it fireproof.

A rock plane, 7 by 12 feet, on a 20 degree grade, was driven from Nigger vein to Clark vein, in Laws shaft, a distance of 470 feet.

An air shaft, 10 by 14 feet, was sunk from the surface to the Nigger vein for a second opening and ventilation.

A traveling way was driven from surface, striking the crop of the Clark vein near Laws shaft. This provides a second opening and a good traveling way from this seam.

JERMYN AND COMPANY

Jermyns Colliery.—Old revolving screens taken out and new shaking screens put in breaker.

Three pairs of compounded rollers were installed in the breaker.

HILLSIDE COAL AND IRON COMPANY

Consolidated Colliery.—Considerable work has been done rebuilding the washery pockets.

At Consolidated drift an air shaft has been sunk from the surface to the Red Ash vein to provide better ventilation and at the same time makes another second opening to the surface.

A slope has been driven from the surface into the top split of the Stark vein at Consolidated drift.

At the Red Ash slope an additional pump to pump to the surface has been installed.

The old Brown slope near Consolidated breaker has been reopened for the purpose of taking out the pillars.

MINE FOREMEN'S EXAMINATIONS

The annual examination of applicants for certificates of qualification as mine foremen and assistant mine foremen was held in the High School, Old Forge, June 6 and 7.

The Board of Examiners was composed of Augustus McDade, Inspector; R. W. Rees, Superintendent, Rendham; Morgan E. Griffiths, Miner, Taylor; John F. Hayes, Miner, Old Forge.

The following persons passed a satisfactory examination and were granted certificates:

MINE FOREMEN

Nelson N. Nichols, Thomas Farmer, Stanley Gleason, David Beacham, Scranton; Patrick L. Heneghan, Thomas Loftus, William H. Cordy, Old Forge; John T. Harris, Thomas J. Jones, Alfred Jones,

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Halstead Colliery.—Slope was driven from surface to Marcy vein for haulage purposes. Open Marcy vein to increase output. Made second opening to Marcy vein for ventilating purposes. Recribbed Feeder Dam shaft.

JERMYN AND COMPANY

Jermyn Colliery.—Sunk No. 3 shaft from No. 2 Dunmore vein to No. 3 Dunmore vein. A drift was driven from surface to bottom split of the big vein. An electric pump was installed in the second Dunmore vein.

Outside: An air compressor was installed near No. 3 shaft.

HUDSON COAL COMPANY

Langcliffe Colliery.—Outside: Breaker was remodeled to a considerable extent.

HILLSIDE COAL AND IRON COMPANY

Consolidated Colliery.—An air shaft was sunk from the surface to the top split of the Stark vein at Consolidated drift. This shaft also provides a second opening.

MINE FOREMEN'S EXAMINATIONS

The annual examination of applicants for certificates of qualification as mine foremen and assistant mine foremen was held in the High School, Old Forge, May 18 and 19. The Board of Examiners was composed of Augustus McDade, Inspector, Rendham; David Lloyd, Superintendent, Scranton; Morgan E. Griffiths, Miner, Taylor; Michael Cosgrove, Miner, Old Forge.

The following persons passed a satisfactory examination and were granted certificates:

MINE FOREMEN

John N. Cooke, James McGinley, William C. Riddle, Bernard Boyle, David E. Davis, John J. Boyle, Thomas Phillips, John Rohland, John Digwood, William W. Powell, James Walsh, Louis Tedesco, William G. Gwyn, Old Forge; John Scriven, John Withey, William W. Jones, Gounod Evans, Thomas V. Reynolds, Grover Perry, Martin Carroll, Thomas H. Griffiths, Thomas W. Jones, Daniel Hayes, David J. Thomas, John J. Jarret, Enoch Williams, Charles J. Powell, Alex. G. Law, David Moses, William H. Powell, David E. Harris, Robert J. Jacobs, Thomas G. Townsend, George E. Williams, William G. Lewis, Peter E. Partington, Benjamin Sweetman, Thomas Daniels, George S. Goodwin, Taylor; James Kelley, John W. Clifford, Cornelius McLaughlin, Avoca; William Creeden, Frank Baxter, James Baxter, John M. Reid, Moosic; Michael Joseph, Cosgrove; Martin Durkin, John E. Jones, Barney O'Boyle, William Richards, Thomas Wylam, Rendham; Theodore P. Hartman, Charles Cooksey, John M.