

Florence Coal Company.

A new breaker has been built on the site of the old breaker, which was burned down August 1, 1884. It is supplied with first-class machinery for cleaning and preparing coal. They started the breaker May 1, 1885. It has a capacity of eight hundred tons per day.

nance 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 employés 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 Florence Coal Company.

This company sunk a shaft from the surface to the Marcy seam, a distance of 227 feet. It has a sectional area of 220 feet. The coal is taken to the **Elmwood** breaker by a small locomotive a distance of 1,933 yards. The second opening has not been completed at this writing.

A 15 foot Guibal fan was erected on one of the compartments of the shaft, which is run by a horizontal engine 12x18 inches.

Improvements by Robertson and Law.

A new slope was sunk at the Katydid colliery from the surface to the Checker seam, a distance of 200 feet, area 7x9, grade 18 degrees. The coal from this slope is taken 2,000 feet to the breaker by a locomotive. The workings are ventilated by the Consolidated slope fan.

Improvements by the Babylon Coal Company.

A tunnel was driven from the top to the bottom split of the red ash seam, a distance of 162 feet, area 7x12, to be used for transportation of coal.

Improvements by the Forty Fort Coal Company.

The "Harry E." shaft of this company was sunk from the eleven foot to the red ash seam a distance of 229 feet, area 22x12 feet. The second opening shaft was sunk to the red ash seam at the same time, and a new 20 foot Guibal fan erected therein, run by a vertical engine directly connected to fan shaft.

Improvements by the Delaware and Hudson Coal Company.

Two tunnels were driven in the Delaware shaft, one between the Baltimore splits, a distance of 150 feet, the other to the Ross seam, 300 feet in length, to be used for transporting coal. Two air shafts were sunk to a depth of 30 and 50 feet respectively, to air the workings of these tunnels. Two inside slopes are being sunk on a 15 degree pitch and are 160 and 180 feet down at present.

Improvement by the Mt. Lookout Coal Company.

Electric Power Plant, Mt. Lookout Coal Company, Wyoming, Penna.

The power house containing the generators and engine is a separate brick building forty by thirty feet, situated about two hundred feet from the mouth of the main hoisting shaft and about one hundred feet from the air shaft. The generating plant consists of one M. P. 4. 100 Kilowatt, (135 H. P.) generator, driven at a speed of 650 revolutions per minute and developing 575

Delaware and Hudson Canal Company.

In the Delaware shaft a tunnel was driven from the top split of the Baltimore to the bottom split, a distance of 105 feet. It is used for transporting coal. Sectional area 7x9 feet.

The Laurel Run Colliery, located in the borough of Parson's, which had been operated by the Delaware and Hudson Canal Company since 1869, passed into the possession of the Laurel Run Coal Company on the 1st day of April, 1895, on account of the expiration of the lease.

Newton Coal Mining Company.

Three rock tunnels were driven in this company's colliery from the sixth to the fifth seam a distance of 300 feet each, which are used for the transportation of coal.

Old Forge Coal Mining Company.

An underground slope was sunk in this company's Columbia shaft, a distance of 200 feet; sectional area, 84 feet.

In the Phoenix shaft a tunnel was driven through a fault or roll in the Red Ash seam, a distance of 200 feet; area 7x10 feet. A new plane was erected 500 feet in length with gradient of one foot in five.

A new fan 20 feet in diameter was erected at the Columbia shaft to ventilate the workings of the sixth, or Red Ash seam in both of those shafts which are connected with the upcast to fan. While running 60 revolutions, 164,462 cubic feet of air per minute is exhausted.

Delaware, Lackawanna and Western Railroad Company.

An underground slope was sunk in the Hallstead colliery of this company to a depth of 1,000 feet; 6x12 feet area. A rock tunnel was driven a distance of 398 feet, 6x12 feet which has not tapped the coal at this writing.

In the Pettebone shaft a tunnel was driven 138 feet sectional area, 128 feet. An underground slope was sunk 86 feet on a 25 degree pitch. A new fan 35 feet in diameter, 9 feet face with two inlets enclosed in brick work was put in place. At a speed of 43 revolutions per minute 129,960 cubic feet of air is exhausted with a water gauge of 1 9-10 inches.

Florence Coal Company, Limited.

At the No. 2 shaft the second opening to the Marcy seam was driven to the surface, a distance of 120 feet.

considerably, causing some of the large timbers to be broken and others to be twisted out of place. The machinery likewise is thrown out of line, which in all probability will require the building of a new breaker when the mine is reopened.

Colliery Improvements for 1899.

Pennsylvania Coal Company.

At the No. 8 colliery a new washery was erected to wash the culm and prepare it for market. It is equipped with all the latest devices in machinery for cleaning and preparing a large tonnage of the smaller sizes of coal. A steam shovel is used to take the culm from the bank which deposits it into a chute, whence it is taken by a line of conveyors into the washery, where it is washed and prepared for market. A large tonnage of good coal is thus secured from the refuse of former years.

Florence Coal Company, Limited.

This company built an addition to their **Elmwood** breaker to clean and prepare culm which is taken from the bank. A large supply of good coal is secured, which adds to the tonnage of the company.

Walter B. Gunton, Operator.

A new colliery has been located by the above operator on the estate of the Jackson heirs, in Sullivan county, Pa., and is situated three-quarters of a mile west from the village of Bernice. The colliery consists of a new breaker, which was started to prepare coal in the month of April, 1899, is furnished with good machinery and has a capacity of 500 tons per day.

The opening consists of a drift driven from the surface to the vein, the crop of which is close to the surface and which tapped the old workings formerly operated by the State Line and Sullivan Railroad Company. The coal from the breaker is taken over a branch laid from Lehigh Valley Railroad at Bernice, to market.

North American Coal Company.

This company erected a large washery in the borough of Luzerne, in close proximity to the Raub Coal Company's colliery, to prepare coal from the culm bank of the Mill Hollow colliery. Work was commenced at the building in December, 1898, and finished in May, 1899, and coal was shipped on June 1. The capacity of the washery is 600 tons per day and it employs twenty-three men and boys and is equipped with the most improved machinery for cleaning and preparing coal. All dangerous parts of the machinery are covered or protected by fencing.