

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.

6'x17', equal to 112 square feet. We are, also, driving a rock tunnel from one split to the other in the Clark vein, 330' long.

Providence shaft.—Finished new slope 300' long; sectional area 6'x10', equal to 60 square feet on a dip of 1' in 5'.

Richmond colliery No. 3.—Commenced sinking shaft in October, 1888, through quicksand. Reached rock at a depth of 93'. Shaft opening 12'x24', when finished will be 11'x21'. Expect to mine Diamond, G and all the veins below, on the Pulaski Carter estate. Intend to build breaker with a capacity for preparing for market 1,000 tons of coal per day. Have boiler house built with six (6) cylinder boilers 40'x34" in diameter. Also, set in place one locomotive boiler rated at 100 horse-power. Have nine pumps in position, but are not all in use at the same time.

Rushbrook shaft.—Are driving both sides of shaft, testing the coal. Finished second opening shaft.

S. V. White tunnel.—Constructed one new plane 800' long.

Simpson colliery.—Built one mile of railroad track for mine locomotive between breaker and coal slope. Finished building a new side on breaker. Drilled an 8" bore-hole from surface to bottom of Carbondale vein, in basin which is now being used to pump water through to surface. Are erecting a nest of three new boilers; also, sinking a new slope on dip of vein, which is now down 1,500'. Expect to reach basin in 550' more. Sectional area of slope 7'x14', equal to 98 square feet. The dip is on an angle of 6°.

I wish to call your attention to Bunker Hill breaker; while the breaker itself is situated in the Second anthracite district, the coal is prepared and accounted for in the Third or McDonald's district. The breaker for the present is used only to screen coal that has already been prepared in excess of the market's demands, the same coal having already been prepared at the several breakers near the mines and shipped to the company's dumping grounds near this breaker.

Yours very respectfully,

JAMES YOUNG,
Mine Superintendent.

Dolph Tunnel.—Inside slope or dip being driven to crop at south end of property, and operated by a pair of hoisting engines located on surface; rope through bore-hole. Opening being driven from crop, up to meet said slope. Electricity is used for signaling.

Marshwood Slope and Tunnel.—Additional traveling way made on eastern crop of vein for men and mules, thus avoiding the use of the air shaft by miners and laborers and the slope for mules. No. 3 drift in Upper Dunmore gangway and airway driven in 350'. No. 4 drift in Upper Dunmore gangway and airway driven in 125'. Pennsylvania slope, in new territory, acquired from Pennsylvania Coal Company, sunk 300'.

Jones, Simpson & Co.—Set new boilers at breaker.

Pancoast Shaft.—Continued tunneling vein towards old slope workings which were filled with water, when 80' from old workings, water was tapped from two headings with 2 $\frac{3}{8}$ " holes and is now being pumped out.

Rushbrook Mines.—Have graded and laid 1 $\frac{1}{4}$ miles of track, 3' gauge, with 40 pounds railroad iron; built new boiler house 21' \times 55', engine house 27' \times 34', and fan house 14' \times 31', with tower 13' \times 16' and 36' high.

Spencer's Shaft.—Driving slope through strata from middle to bottom vein on an incline of 15' to 100' horizontal.

There were no improvements reported from any of the other collieries except what were necessary to provide for keeping the workings in such a condition as to provide for the quantity of coal required.