

side a depth of 57 feet, commencing with chamber in top Ross on opposite side of fault, thus furnishing good ventilation for both splits, and a means of escape if necessary.

A slope, 200 feet deep, was sunk in Mt. Thomas, Ross bottom split, below level of tunnel.

A new steam pipe line 3,600 feet long was run from Klondyke boilers to Mt. Thomas, to drive fan, slope and pump engine.

A 10 ton mine locomotive was put to draw the coal from same colliery, viz: Mt. Thomas, in place of mules.

A new steam plane is under construction from a point on Red Ash, west gangway, Mt. Thomas, to a distance of 1,000 feet, up the pitch to a point at or near outcrop of vein, cutting off, several gangways from Klondyke east workings, enabling them to handle the coal much cheaper than the present system of haulage.

#### DELAWARE AND HUDSON COMPANY

Langeliff Colliery.—No. 2 slope, Red Ash vein, was extended 700 feet.

Two bore holes, 180 feet deep, each, put down for flushing culm into the mines.

#### ROBERTSON AND LAW COAL COMPANY

Katydid Colliery.—The only improvement made at this colliery during the year was a washery annex to the breaker and they have commenced washing the dump and mixing it with fresh mined coal.

#### NORTHERN ANTHRACITE COAL COMPANY

Murray Colliery.—They have extended the tracks for the large empty cars about 1,000 feet.

Installed a new breaker engine which is about 140 horse power, replacing the one that was formerly in use which was about 90 horse power.

#### TROY COAL COMPANY

**Troy Colliery.**—This company has made many extensive improvements.

They erected a new breaker, with a capacity of 500 tons.

Installed a new boiler plant, return tubulars of the Fox pattern, with a total horse power of 250.

They have replaced the old trestling leading from foot of plane to the breaker by a new one.

They installed a haulage system over half a mile long both inside and outside.

They are driving a new tunnel from bottom split of the Ross vein to the top split of the same vein, a distance of about 100 feet.

They are sinking two slopes, one in the Ross vein and one in the Red Ash vein. This will open up a large area and increase their output.

been driving from Ross to Red Ash vein at Mt. Thomas, is stopped for the present, in order to test the measures.

During the year a plane, 1,200 feet long, was driven in Red Ash vein, at Mt. Thomas, in order to bring the coal from top of mountain. This together with the driving of the tunnel mentioned, was all the new work projected for the year, inside. Outside, a new Pea coal jig, Hazleton Iron Works pattern, was added to breaker equipment. The condition of the colliery is fair.

PEOPLES BANK OF WILKES-BARRE, RECEIVER

Black Diamond Colliery.—No improvements during the year. Condition of the colliery, fair.

EAST BOSTON COAL COMPANY

No improvements during the year. Condition of the colliery, fair.

**TROY** COAL COMPANY

Haulage engine and ropes were placed at the breaker for transporting both loaded and empty cars from the interior of the mine or tunnel to head of breaker. a distance of nearly 4,000 feet, thus doing away with a number of men and mules. The tunnel was reopened and timbered. A 5 inch steam line was laid from the breaker to the Red Ash vein in the mine to operate and sink two slopes one in the Clark vein and the other in the Red Ash vein. Two Knowles pumps were also installed to take care of the water, and two hoisting engines inside the mines to hoist from the above slopes.

They also drove a tunnel from the 30 inch vein to the Clark vein to reach a track of coal which was left, and an air shaft for a second opening for the Red Ash vein and traveling-way in case of emergency; also an air shaft and traveling-way in the Marcy vein. They are now making preparations for a fan, which is on the way. They have placed in addition to their boiler plant one large upright boiler 175 H. P. alongside of the two new return tubular boilers, which they installed sometime ago in the place of the two cylinder boilers. Also a new conveyor line and engine to convey the coal and culm from the bank to the elevator of the breaker; and a new main elevator was also installed in the breaker, 5 new spiral pickers, with three elevators and two conveyor lines for the same. Condition of colliery, fair.

**CONDITION OF COLLIERIES****LEHIGH VALLEY COAL COMPANY**

Exeter, Maltby, Seneca, Westmoreland and Stevens Collieries.—Ventilation, drainage and condition as to safety good. William A.—Ventilation and drainage good. Condition as to safety fair.

**KINGSTON COAL COMPANY**

Kingston No. 4 Colliery.—Ventilation; drainage and condition as to safety good.

**FORTY FORT COAL COMPANY**

Harry E. and Forty Fort Collieries.—Ventilation, drainage and condition as to safety good.

**MT. LOOKOUT COAL COMPANY**

Mt. Lookout Colliery.—Ventilation, drainage and condition as to safety good.

**EAST BOSTON COAL COMPANY**

East Boston Colliery.—Ventilation, drainage and condition as to safety good.

**PLYMOUTH COAL COMPANY**

Black Diamond Colliery.—Ventilation, drainage and condition as to safety good.

**RAUB COAL COMPANY**

Louise Colliery.—Ventilation, drainage and condition as to safety fair.

**DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY**

Pettebone Colliery.—Ventilation, drainage and condition as to safety good.

**RISSINGER BROTHERS AND COMPANY, INCORPORATED**

**Troy Colliery.**—Ventilation, drainage and condition as to safety good.

**IMPROVEMENTS****LEHIGH VALLEY COAL COMPANY**

Exeter Colliery.—Inside: A Flory engine was installed in a concrete and steel engine room on the North road in Red Ash vein. Silting was begun in the Red Ash and the fireproof mule barn was completed. Ten additional stalls were placed in the fireproof barn in the Checker vein.

Outside: Knight Shaft.—Built a concrete fan house and fan engine house and installed a 20-foot fan to replace the old one. Pittston Shaft.—Constructed a concrete floor and a corrugated iron roof to replace the old wooden ones. Added one 463 H. P. Sterling boiler to boiler plant.