

A new plane fourteen hundred feet long has been made in the Grassy Island vein, taking the place of two shorter ones.

Another large tubular boiler was placed in position, as was also a ten-foot fan for making draft for boilers.

At Grassy Island slope, new first motion engines for hoisting from Diamond vein to surface were installed, and new engines are replacing old ones at Grassy Island shaft.

A new breaker has been built at White Oak, on site of the old one that was burned in July, and a new tunnel has been driven to bottom vein.

Jermyn No. 1, a new rock plane 650 feet long has been driven from Archbald to Grassy Island vein. A new slope has been made, and a branch to hold from 70 to 100 cars is being made at foot of shaft.

The breaker has been rebuilt and now has a capacity of 1,500 tons per day.

Also, a new plane 1,500 feet long has been driven on a light grade from foot of shaft to old workings, where it is proposed to rob pillars.

A tail rope system of haulage has been adopted in No. 1 shaft, which hauls a trip of fourteen cars 3,850 feet, replacing five mules and drivers. Also, a new slope has been sunk a distance of 400 feet to "third vein," and two gravity planes, 750 and 650 feet, respectively, have been made.

A new drift has been opened at Powderly, in Grassy Island vein, and a surface railroad 3,000 feet long has been built to convey the coal from the drift to the chutes, and another pump has been added, making three pumps delivering water to surface through a 16-inch bore hole. A new lowering plane 1,800 feet long is about completed.

At Racket Brook a new washery with a capacity of 600 tons per day has been erected.

A new breaker of 2,500 to 2,800 tons daily capacity has been built at Coal Brook. It is modern in every particular and has replaced the old Coal Brook and Racket Brook breakers. The coal from No. 1 shaft and tunnel, Powderly slope and tunnel and Coal Brook mines will be prepared by it.

A new drift, known as the Mills drift, has been opened up, and is ventilated by a new Guibal fan, ten feet diameter, driven by a gasoline engine, with very good results.

At **Wilson Creek** a new rock plane from bottom to top coal has been made. It is 250 feet long. Also, two gravity planes, 750 and 1,025 feet long, respectively, have been made, and a small air motor three feet high has been added in top coal drift, making three in all doing all the work for forty-five places, besides rendering rock blasting unnecessary, except that the vein becomes less than three and a half feet.