

ANNUAL REPORT

of the

MINE INSPECTOR FOR ALLEGANY AND GARRETT
COUNTIES, MARYLAND,

To His Excellency

GOVERNOR AUSTIN L. CROTHERS.

From May 1st, 1910 to May 1st, 1911.

JOHN H. DONAHUE,
Inspector.

1911
EVENING TIMES PRESS
CUMBERLAND, MD.

List of Local Coal Dealers in Allegany County.

FUEL MINES.

| Name and Address of Owners. | Seam of Coal Worked. | Name of Mine. |
|--------------------------------------|----------------------|------------------------------|
| Michael Barnard, Eckhart, Md..... | Big Vein..... | Barnard's Fuel Mine..... |
| H. B. Colborn, Frostburg, Md..... | Tyson..... | Frostburg Fuel Co. Mine..... |
| Jacob Miller, Lonaconing, Md..... | Big Vein..... | Miller's Fuel Mine..... |
| William Anderson, Lonaconing, Md.... | Big Vein..... | Anderson's Fuel Mine..... |
| Fred G. McCulloh, Frostburg, Md..... | Big Vein..... | McCulloh's Fuel Mine..... |
| Lewis Chabot, Eckhart, Md..... | Big Vein..... | Chabot Fuel Mine..... |
| David Bralier, Mt. Savage, Md..... | Big Vein..... | Bralier's Fuel Mine..... |
| Shaw, Moscow, Md..... | Big Vein..... | Shaw's Fuel Mine..... |
| Solomon Brode, Frostburg, Md..... | Big Vein..... | Brode's Fuel Mine..... |
| Dennis Sullivan, Eckhart, Md..... | Big Vein..... | Sullivan's Mine..... |
| I. P. Brady, Westernport, Md..... | Upper Freeport..... | J. P. Brady Fuel Mine..... |



JOHN H. DONAHUE,
Inspector.

Letter of Transmittal,

Frostburg, Maryland, May 1, 1911

*To His Excellency AUSTIN L. CROTHERS,
Governor of Maryland.*

*Sir:—In compliance with the requirements of Chapter 124,
of the Acts of the General Assembly of 1902, relating to Mines
and Mining, I have the honor to submit herewith my third
annual report.*

*JOHN H. DONAHUE,
Inspector.*

INTRODUCTION.

The coal mines of Maryland, as already shown, are confined to the two western counties of the State, Allegany and Garrett, and occurs in five synclinal troughs, the most important of which lies on a narrow strip of territory on either side of the valley of George's Creek, known as the George's Creek coal basin.

Second in importance to the George's Creek Valley, as a coal mining region, is the southwestern extension of the George's Creek basin, along the North branch of the Potomac river, on the border line of the State of Maryland and West Virginia. The mines are located in Garrett county and are known as the "North Potomac Basin."

The year 1910, while showing no phenomenal or unprecedented features, was on the whole, or at least for the miners, a much more prosperous one than the one preceding it. The total production of coal mined for the year was 4,716,382 long tons, showing an increase of 677,096 tons over the year 1909, and an aggregate production of 798 tons for each employee in and outside of the mine.

The production by counties for the year 1910 was: Allegany county, 3,814,510 tons, mined by pick, and 124,399 tons by machines, making a total of 3,938,909 tons of coal, and increasing the production 423,627 tons over the year 1909. Garrett county produced 77,473 tons by pick, and giving a large increase of 253,369 tons over 1909.

Allegany county employed 3726 miners, 371 drivers, 390 inside labor, 555 outside laborers, making a total of 5042 men employed. An increase of 157 men over the year 1909. Garrett county employed 645 miners, 74 drivers, 47 inside labor and 97 outside labor, showing an increase of 87 men employed over the year 1909.

The only place machines are used for mining is in Allegany county. The number of machines used during the year was 47 against 41 of 1909. During the fiscal year ending April 30th, 1911, there was 17 fatal and 125 non-fatal accidents. For the calendar year ending December 31st, 1910, there was 18 fatal accidents, showing a production of 262,021 tons for each life lost and 3.28 per thousand employed. The fatal accidents occurring the fiscal year was 17, a decrease of two under the year 1909. Of this number there were three fatal accidents occurring outside of the mines and were in no way connected with practical mining when the accidents occurred. One died in June from the effects of an injury received in August, 1909. Of the 17 fatal accidents for the fiscal year ending April 30th, 1910, eleven were caused by falling top and breast coal, four by cars, one by explosion of powder, and one fell while carrying props on the outside. The largest percentage of fatal accidents occur at the working faces, and in many cases is through the carelessness on the part of the miners. At different inspections I have made, I have recommended a more systematic inspection of the working face by the mine foreman, with a view of aiding the miner to keep his place in a reasonably safe condition. I regret very much that this and other suggestions of the Inspector were not adopted. The supervision of the face being carried on in the same irregular way and the usual heavy list of casualties have taken place, when, if a supervising method were in vogue it would, in all probability, reduce the number considerably.

To make mining of coal absolutely safe is beyond the range of possibility. Accidents will happen under the best laws, methods and care. There is, however, an unanimity of opinion that a large number of our mine accidents can be prevented if only reasonable care is exercised. This being true, and there is no room to doubt it, it carries with it the charge that someone is negligent or careless. The operator declares he is not guilty, that the class of unavoidable accidents referred to were all due to the carelessness of the men themselves. This being right or wrong, there are conditions at the working faces that need better attention of the mine foreman. He is to the mine very much the same as a peace officer is to the town. Where proper notices fail to be effective then he should firmly and impartially demand obedience to his instructions, and to the rules and regulations of the mine under his charge, and also observe and require obedience to the laws of the State governing the mines, so that lives of men under his care may be protected to this end, that accidents in our mines be reduced and lives may be saved. I again respectfully recommend that reasonable discipline be impartially enforced by the mine officials, and willingly submitted to by all mine workers, and that the mine foreman, or some other careful and competent person, designated by him, be required to inspect all working faces of mines at least once a day, and observe particularly the conditions surrounding the place, roof and timbering. These matters relating to mine accidents should receive the sober thought of every mine worker if he wishes to reduce the number of accidents that occur in the mines. He should pause long enough to ascertain whether or not he has allowed evil practices to grow on him, or whether the strenuousness of making a livelihood by mining coal in these modern days has not carried him little by little beyond the boundary line of safety and common sense. I refer particularly to the way men are handling and using explosives.

There has developed among us in late years, through the excessive use of explosives, what I shall call for lack of a better name an "explosive miner," who, through his reckless use of explosives, is not only a menace to life, but wages as well, for it is evident to me that through his insane method of mining coal, he sets a pace that compels others, to a certain degree, in order to compete with him and do as he does. The wages of this "explosive miner" are falsely made, for they are not secured by superior skill in the art of mining, but through reckless daring, at the sacrifice of safety and sometimes his own life or that of his fellow workmen.

I wish to commend the operators who have installed telephones in their mines, and to recommend to those who have not, and are operating mines of similar size, be required to do so, that in case of an accident in the mines, physicians and aid could be hurried to the place or be in readiness on the surface. Promptness has often prevented serious results, and our mine owners should not withhold from our mines, such a swift and useful invention as the telephone.

Other recommendations are required and additions are required in our mining law, in order to keep up with the progress of mining; that a State oil inspector be appointed by the Governor, and that he be required to enter the mines frequently and examine the oil used for illuminating purposes, and the amount of powder, not to exceed five pounds, to be taken into the mines by one person. These and some other measures that could be named, are some of our present needs.

In conclusion permit me to say that our State may not be able to boast of her many rich veins of coal, in the number of great mines, in its total production of coal, nor have we reached that point where the miner receives all that he deserves or as much as our operators grant, and will grant, when conditions permit it. Yet, with all our shortcomings, I doubt if there is a State in the Union where mining life is on a higher

plane, or as high, where the miner enjoys greater freedom, where his rights are better recognized and respected, or where more friendly feeling and equality exists between operators and miners than in Maryland. This respect for one another's rights among our people and the extreme interest that is taken by the operators in the safety and welfare of our miners and the many courtesies extended to the Inspector is sufficient to guarantee that our State will lead in making her mines the safest and her miners the most intelligent, prosperous and happiest in the land. I beg to thank both miners and operators for the many favors extended to me during my term of office and the many engaged in coal mining, for much of the information contained in this report.

All of which is respectfully submitted.

JOHN H. DONAHUE, Inspector.

Coal Mines of Maryland.

While the mines of Maryland are free from many dangerous propositions, such as gas and dust, which are found in other coal fields, yet there are other conditions that should not escape our attention. It is true that we have no dust or gaseous mines in our State, but the recent disaster at No. 20 Mine of the Davis Coal Co., in which 23 miners lost their lives, should be a warning to everyone engaged in mining, as this disaster, I might say, happened right in our midst and near our own mines. For the purpose of avoiding such a disaster in Maryland, I will recommend the following amendments to the mining laws:

First. All mines employing ten men or more, where a fan is required, to keep it running all the time, whether the mine is running or not.

Second. To prevent the solid shooting of coal.

Third. The amount of powder, not to exceed five pounds, to be taken into the mines by one person.

Fourth—A better grade of oil for illuminating purposes.

Fifth—A miners' hospital—something that is needed badly in the mining region.

Weights and Weighing.

The question of weights and weighing has been given my most careful attention during the year from May 1st, 1910, to May 1st, 1911. I have watched this question of weight as carefully and as closely as I am able, and at no time have I seen anything that would lead me to believe that there was anything being done by any weighmaster weighing coal in the State. I have appeared at the scales of the different mines in the State without the knowledge of any one. Notwithstanding the statement made by the ex-superintendent of the Piedmont and George's Creek Coal Co., of Washington Mine No. 2, when he said that the mine officials knew just when the Inspector was coming to the mine. This statement, to vindicate myself, I most emphatically deny, and defy him or any other mine official to say that they knew when I was coming, only in the case of fatal accidents.

Maryland's Mine Inspectors.

| NAME | TENURE OF OFFICE |
|-----------------|--|
| PETER CAIN | From first Monday in May, 1874, to first Monday in May 1876. |
| OWEN RIORDAN | First Monday in May, 1876, to first Monday in May, 1878. |
| OWEN RIORDAN | First Monday in May, 1878, to first Monday in May 1880. |
| THOMAS BROWN | First Monday in May, 1880, to first Monday in May, 1882. |
| THOMAS BROWN | First Monday in May, 1882, to first Monday in May, 1884. |
| DENNIS SHERIDAN | First Monday in May, 1884, to first Monday in May, 1886. |
| DENNIS SHERIDAN | First Monday in May, 1886, to first Monday in May, 1888. Mr. Sheridan died during the early part of his term. |
| CHAS. H. HAMILL | Appointed September 9, 1886, began his duties September 16, 1886, and served the rest of Mr. Sheridan's term to May, 1888. |
| R. T. BROWNING | First Monday in May, 1888, to first Monday in May, 1890. |
| R. T. BROWNING | First Monday in May, 1890, to first Monday in May, 1892. |
| F. J. McMAHON | First Monday in May, 1892, to first Monday in May, 1894. |
| F. J. McMAHON | First Monday in May, 1894, to first Monday in May, 1896. |
| OTTO HOHING | First Monday in May, 1896, to first Monday in May, 1898. |
| ALEX. RANKIN | First Monday in May, 1898, to first Monday in May, 1900. |
| JAS. P. CARROLL | First Monday in May, 1900, to first Monday in May, 1902. |
| JAS. P. CARROLL | First Monday in May, 1902, to first Monday in May, 1904. |
| THOS. MURPHY | First Monday in May, 1904, to first Monday in May, 1906. |
| THOS. MURPHY | First Monday in May, 1906, to first Monday in May, 1908. |
| JOHN H. DONAHUE | First Monday in May, 1908, to first Monday in May, 1910. |
| JOHN H. DONAHUE | First Monday in May, 1910, to first Monday in May, 1912. |



Mining Big Vein Coal.

Description of Fatal Accidents.

James Hoskens, a miner, aged 58 years, married, residing at Frostburg, was killed instantly by a fall of top coal on the 13th day of May, 1910, at Mine No. 7 of the Consolidation Coal Company. Mr. Hoskens was breaking off a cross cut in No. 11 room, fifth left, midway, where the accident occurred. This accident showed some carelessness on the part of the miners and might have been avoided if the proper precautions had been used. Where the cross cut was broken off there was several swinging cross bars. A heavy slip in the top coal gave way and breaking several bars, and falling on Mr. Hoskens, killed him instantly. Mr. Hoskens was a good practical miner and leaves a wife and several grown children.

Samuel Taylor, a driver, aged nineteen years, single, residing at Dodson, Md., was seriously injured at Mine No. 1 of the Garrett County Coal Company, on the third day of June, and died on the ninth day of June, or six days later, at the Western Maryland Hospital. Young Taylor was driving and a loaded car jumped from the track, and while putting the car on the track, and overlifting caused a double hernia, for which he was operated on, and died before he rallied from the effects of the an-aesthetic.

Charles Cunningham, a miner, aged 24 years, married, employed by the Consolidation Coal Co., at Mine No. 7, was seriously injured by a fall of top coal on the 30th day of August, 1909, and died from the effects of his injuries, on the 21st day of June, 1910. I visited this place shortly after the accident and I found that there was not sufficient timber up, and what was put up was placed in a very careless manner. Mr. Cunningham lived at Woodland, and leaves a wife and three children.

C. H. Poole, aged 36 years, married and residing at Kitzmiller, was killed instantly on the tippie of the Potomac Valley Coal Co., on the 13th day of July, 1910. Mr. Poole was working on the tippie and was dumping a car of coal when the accident occurred. A trip of cars was just starting from the top of the plane, when a hitching bar broke on one of the cars, leaving one of the cars run away, and catching Mr. Poole on the tippie, while he was dumping a car of coal. This is a very steep plane and it was something unusual in case of a runaway trip, to ever get on to the tippie, it would generally land in the river before reaching the tippie.

Frank Haymaer, aged 65 years, employed as a timberman at Mine No. 4, of the Consolidation Coal Co., at Eckhart, was killed instantly on the 14th day of July, 1910. Mr. Haymaer was carrying timber to send down the slope and in getting the timber from where it was stocked to the mine cars it was necessary to cross the railroad tracks, which was about three feet lower than the ground on each side of the track, and for the purpose of getting across the track, a heavy plank was laid from one side of the banks to the other to walk over while carrying timber. Mr. Haymaer was carrying a heavy prop on his shoulder and as he was near the end of the plank he became overbalanced and fell, the prop falling on him, breaking his neck and killing him instantly. He was a widower and lived at Eckhart.

Frank Tylock, aged 21 years, single and residing at Eckhart, was killed instantly by a fall of top rock at Mine No. 9 of the Consolidation Coal Co., on the third day of August, 1910. Tylock was driving a room in A mine, where the accident occurred and his place was in good condition and an accident of this kind was unlooked for. A heavy slip or pot, which ran with his place and right over the track and cut out at the face, which fell on him while he was mining, causing his instant death.

Samuel B. Sandoe, a miner, aged 38 years, single and residing near Blaine, W. Va., was seriously injured at Darwin Mine, No. 3, on the third day of August, 1910, and died the same day from the effects of his injuries. He was in a lying position, mining in the middle of the breast, when the accident occurred. It appears that he fired two shots on each side in the top part of the breast coal. Part of the coal fell from the shot, but some loose coal was left hanging. Sandoe got under this loose coal to mine, when it fell on him, and crushed him about the head in such a manner that he died about seven hours later. He was employed by the Potomac Valley Coal Company.

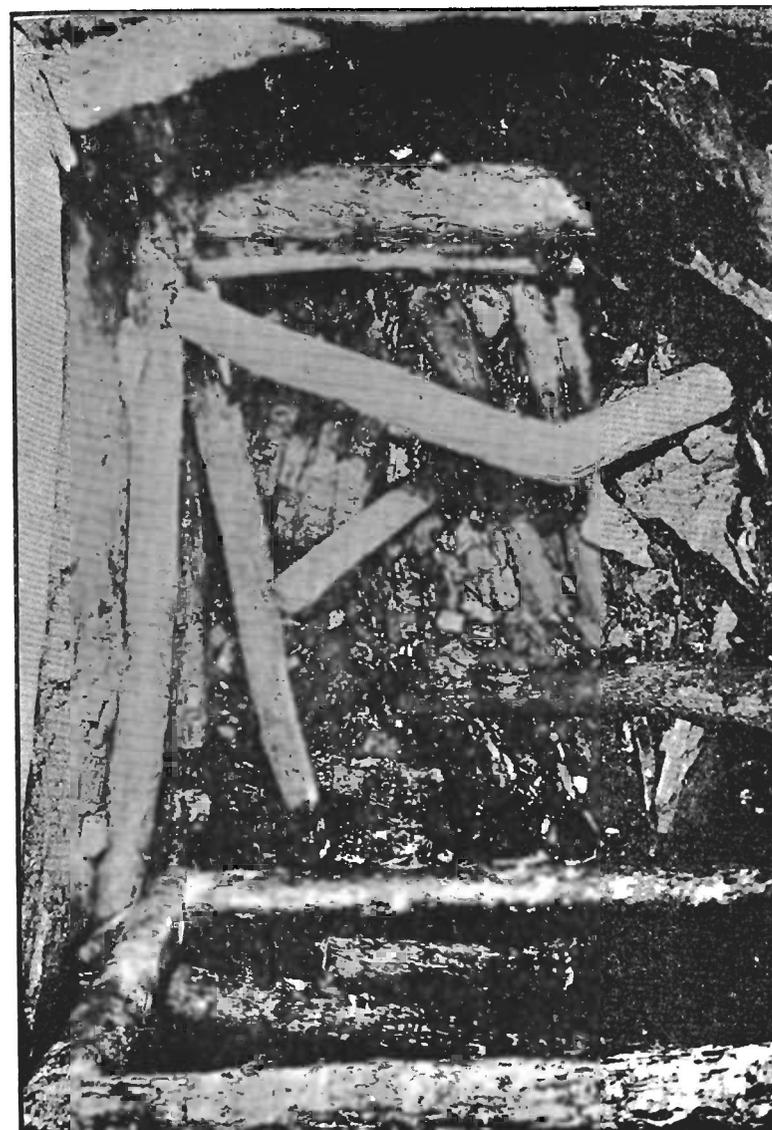
James Jacobs, assistant mine foreman, aged 31 years, single and residing at Frostburg, employed at Mine No. 7 of the Consolidation Coal Co., was seriously injured on the midway slope on the 24th day of August, 1910, from the effects of which he died shortly after. It appears Jim got on the rear end of a trip to ride down the slope to the fifth lift. The trip jumped the track near the second lift, and Jim was found under the trip injured in such a manner that he died shortly after being taken out of the mine.

William Evans, a miner, aged 14 years, residing at Bloomington, was seriously burned by the explosion of powder at Mine No 1, of the Bloomington Coal Co., on the 28th day of October, 1910. This boy was filling a small bucket from a large can of powder and it appears a spark from his lamp set the powder off, and burning him in such a manner that he died the next day at the Hoffman Hospital, at Keyser.

Walter Patterson, a miner, aged 31 years, residing at Woodland, was killed instantly by a fall of top coal at Mine No. 7 of the Consolidation Coal Co., on the 16th day of November, 1910. Patterson, with his uncle and two brothers, was taking out a stump, when the accident occurred. It appears they had worked part of the stump out, put up several props, when they discovered that the stump was thicker than they thought it was, and in order to load the coal they concluded to lay the track up close to the coal. The track came in contact with a prop, and in order to get the track up near the stump, Patterson knocked the prop out to leave the car pass. After removing the prop a heavy slip in the roof fell and Walter was killed instantly and a brother injured.

Natale Aeillo, a miner, aged 43, married was seriously injured by a slide of rock at Union No. 1, mine of the New York Mining Co., on the 18th of November, 1910, and died on the 25th of November, 1910. He was cleaning up a shot of top rock, which he shot some time before, and while he was doing this a piece of rock rolled down and caught him and knocked him down and crushed him about the breast. He died about a week later.

Clarence Layman, a miner, aged 41 years, single and residing at Frostburg, was killed instantly at Brode's Fuel Mine, near Frostburg, on the 9th day of December, 1910. Mr. Layman and his buddy were taking out a stump and were told by the manager, Mr. Brode, in the morning not to go into the back part of the stump, as it was dangerous. Later Layman saw some loose coal lying around near the back, and he went back and



Consolidation Coal Co.—Drawing Big Vein Pillars.

shoveled it out that they might load it in their next car. The car came and Layman was at the front of the car trying to pull it a little nearer the coal that he had shoveled from the back of the stump when, without any warning, the whole place gave way, catching Clarence and covering him up in such a manner that it required six hours to recover his body by his friends, who worked faithfully and well to get him out. Life was extinct when the body was recovered. No bones were broken, and I think death was caused by suffocation.

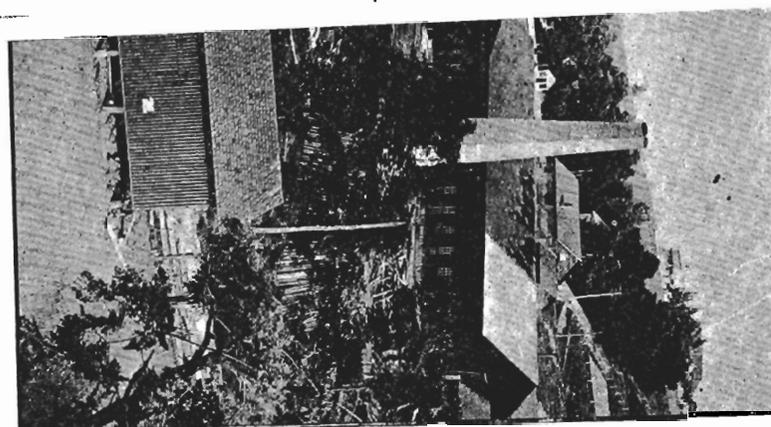
William Filer, a miner, aged 35 years, married and residing at Carlos, was seriously injured at Carlos Mine of the Barton and George's Creek Valley Coal Co., on the 7th of January, 1911, and died on the 10th of January, three days later from the effects of his injuries. He was working a cross cut in the sixth right when the accident happened. The place was in fair condition, but owing to the slips in the roof, a bench prop may have avoided the accident. Mr. Filer and his buddies had just finished loading a car, when a heavy slip of top coal fell and caught Mr. Filer, injuring him in such a manner as to cause his death by a fracture at the base of the skull.

George Houserath, a miner, aged 41 years, residing at Gilmore, was killed instantly by a heavy fall of top coal and rock at Mine No. 1 of the Consolidation Coal Co., on the 26th day of January, 1911. Mr. Houserath, with his buddies, were taking out a stump, and had it finished all but on the car. They pushed the car in to load it and finish the stump, but before they got the car loaded the place started to work and while pushing the car out of danger, the place fell and catching Houserath, covered him up in such a manner that it required six hours to recover his body. He was married.

Vincenzo Sendello, car runner, aged 13 years, employed by the Garrett County Coal Co., was seriously injured by a railroad car at Dodson on February 18, 1911, and died on the train while being taken to the hospital. It appears he was running the railroad cars to the tipple, and while doing this he slipped and fell, the car passing over his body, and injuring him in such a manner that he died a few hours later. He was single and resided at Dodson, and was in no way connected with practical mining at the time of the accident.

Chas. B. Meager, a miner age 27 years, married and residing at Shaft, was killed instantly by a fall of top coal at Carlos Mine, operated by the Barton and George's Creek Valley Coal Co., on the 23rd of February, 1911. Meager was boring a hole for a shot when a slip in the top coal fell and killed him almost instantly. The place was in good condition, and an accident of this kind was unlooked for.

Tony Sternie, a miner, aged 35 years, married, was instantly killed by a fall of top rock at Dodson No. 1, operated by the Garrett Coal Co., on the 29th day of March, 1911. He was driving a room which was very wide and bad, the roof and timber back from the face made the place dangerous, but Tony, like many others, failed to put up a prop, the heavy slip or pot of rock fell, catching Tony and killing him instantly. He leaves a wife and three children in Italy.



e, Opened in 1842.

by the Barton and George's Creek family on February, 1911. Meager was boring a hole for a shot when a slip in the top coal fell and killed him almost instantly. The place was in good condition, and an accident of this kind was unlooked for.

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Consolidation No. 4 Mine at Eckhart—Oldest Operating Mine, Opened in 1842.

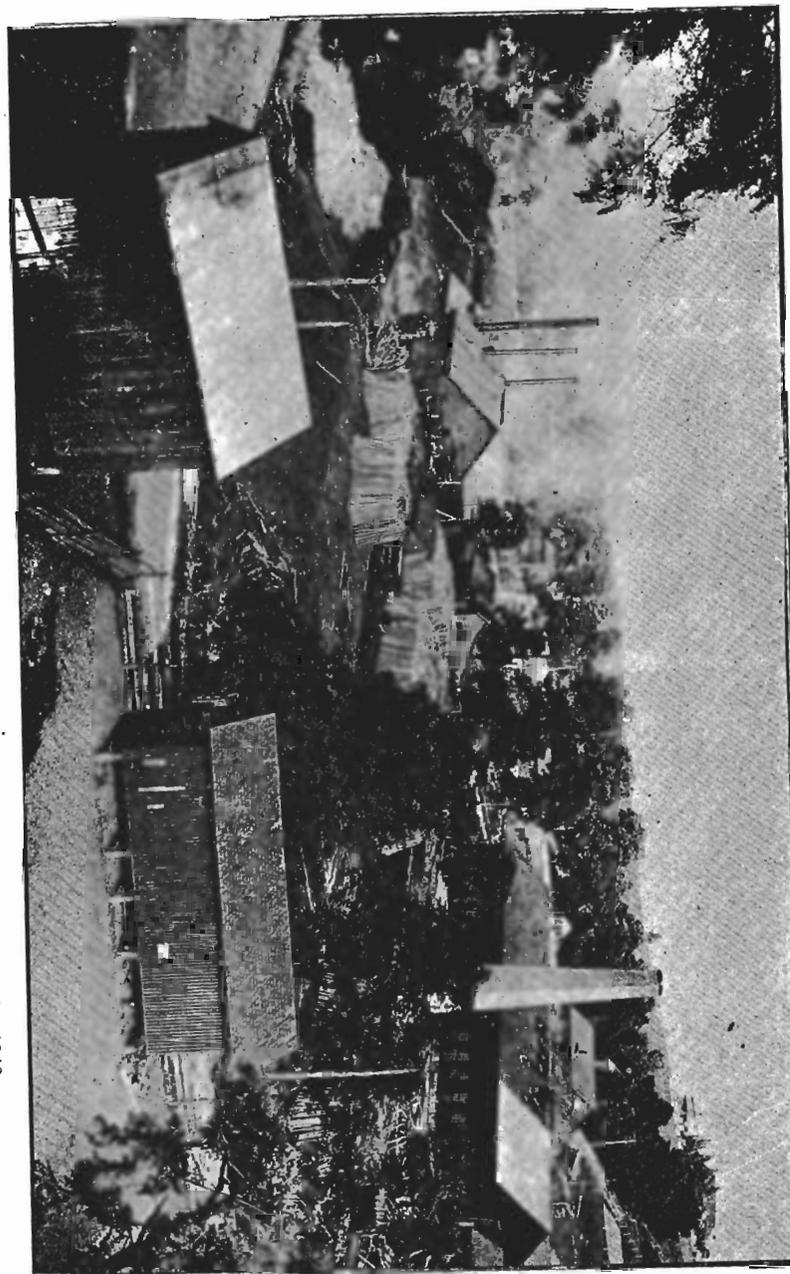


Table of Fatal Accidents in Coal Mines of Allegany and Garrett Counties for Year, May 1, 1910, to April 30, 1911.

| No. | Date | Name | Occupation | Married or single | No. in Family | Nationality | Residence | Age | Cause of Accident | Name of Mine | Name of Company. | Extent of Injury |
|------|----------|---------------------|--------------|-------------------|---------------|---------------|----------------|-----|-----------------------------|------------------|---------------------------------------|----------------------------------|
| 1910 | | | | | | | | | | | | |
| 1 | May 13 | Jas. Hoskens..... | Miner..... | Married.... | 4 | Wels! | Frostburg.... | 58 | Fall of top coal..... | Mine No. 7..... | Consolidation Coal Co..... | Killed instantly. |
| 2 | June 3 | Samuel Taylor ... | Driver..... | Single..... | | American..... | Dodson..... | 19 | Lifting loaded car..... | Mine No. 1..... | Garrett County Coal Mining Co..... | Died 6 days later. |
| 3 | June 21 | Chas. Cunningham. | Miner..... | Married.... | 4 | American..... | Woodland..... | 24 | Fall of top coal..... | Mine No. 7..... | Consolidation Coal Co..... | Died ten months later. |
| 4 | July 13 | C. H. Poole..... | Dumpman.... | Married.... | 4 | American..... | Kitzmiller.... | 36 | Caught by a runaway car.. | Darwin Tipple... | Potomac Valley Coal Co..... | Killed instantly. |
| 5 | July 14 | Frank Haymier.... | Timberman.. | Widower.... | | German..... | Eckhart..... | 65 | Fell while carrying a prop. | Mine No. 4..... | Consolidation Coal Co..... | Killed instantly. |
| 6 | Aug. 3 | Frank Tylock..... | Miner..... | Single..... | | American..... | Eckhart..... | 21 | Fall of top rock..... | Mine No. 9..... | Consolidation Coal Co..... | Killed instantly. |
| 7 | Aug. 3 | Samuel Sandoe.... | Miner..... | Single..... | | American..... | Kitzmiller.... | 38 | Fall of breast coal..... | Darwin No. 3.... | Potomac Valley Coal Co..... | Died seven hours later. |
| 8 | Aug. 24 | Jas. Jacobs..... | Foreman.... | Single..... | | American..... | Frostburg.... | 31 | Caught by slope trip..... | Mine No. 7..... | Consolidation Coal Co..... | Died shortly after accident |
| 9 | Oct. 28 | William Evans..... | Miner..... | Single..... | | American..... | Bloomington.. | 14 | Explosion can of powder.. | Mine No. 1..... | Bloomington Coal Co..... | Died next day at Keyser Hospital |
| 10 | Nov. 16 | Walter Patterson.. | Miner..... | Single..... | | American..... | Woodland..... | 31 | Fall of top coal..... | Mine No. 7..... | Consolidation Coal Co..... | Killed instantly. |
| 11 | Nov. 18 | Natale Arillo..... | Miner..... | Married.... | 3 | Italian..... | Morantown.... | 43 | Slide of rock..... | Union No. 1..... | New York Mining Co..... | Died a week later. |
| 12 | Dec. 9 | Clarence Layman.. | Miner..... | Single..... | | American..... | Frostburg.... | 41 | Caught by pillar fall..... | Brode Mine..... | Solomon Brode Fuel..... | Killed instantly. |
| 1911 | | | | | | | | | | | | |
| 13 | Jan'y 7 | William Filer..... | Miner..... | Married.... | 4 | American..... | Carlos..... | 35 | Fall of top coal..... | Carlos..... | Barton & George's Cr'k Valley Coal Co | Died three days later. |
| 14 | Jan'y 26 | Geo. Hausrath..... | Miner..... | Married.... | 12 | German..... | Gilmore..... | 41 | Caught by pillar fall..... | Mine No. 1..... | Consolidation Coal Co..... | Killed instantly. |
| 15 | Feb'y 18 | Vincenzo Sandello.. | Car Runner.. | Single..... | | Italian..... | Dodson..... | 18 | Fell from a railroad car.. | Dodson..... | Garrett County Coal Mining Co..... | Died shortly after accident |
| 16 | Feb'y 23 | Chas. Meager..... | Miner..... | Married.... | 4 | American..... | Shaft..... | 27 | Fall of top coal..... | Carlos..... | Barton & George's Cr'k Valley Coal Co | Killed instantly. |
| 17 | March 29 | Tony Sternie..... | Miner..... | Married.... | 4 | Italian..... | Dodson..... | 35 | Fall of top rock..... | Mine No. 1..... | Garrett County Coal Mining Co..... | Killed instantly. |

During the fiscal year ending April 30, 1911, there were 17 fatal accidents, 11 in Allegany and 6 in Garrett County. Of this number 11 were killed by falling breast top coal and rock, 4 by cars and 2 by other causes. For the calendar year ending December 31, 1910, there were 5,905 employed in and around the mines, showing a production of 262,021 tons for each life lost and 3.28 per thousand men employed, leaving 8 widows and 31 fatherless children.

Inspections.

In the matter of inspection made during the year, I want to say that it is impossible to keep within the provisions of the mining laws. There are 83 openings in Allegany and 20 openings in Garrett county, making a total of 103 openings in the State. They are located in different sections of the counties, where they are very much scattered and in which much of the Inspector's time is taken in getting to the mine. Up to the first of May the Inspector was granted special privileges in many ways in transportation by which he could get over the territory better and oftener, but since the passage of the Public Utilities Bill these privileges have been eliminated and placed the Inspector to many disadvantages and the office to a greater expense. For many reasons I would recommend to the next session of the Maryland Legislature to place the office of Inspector on a basis with other States adjoining Maryland



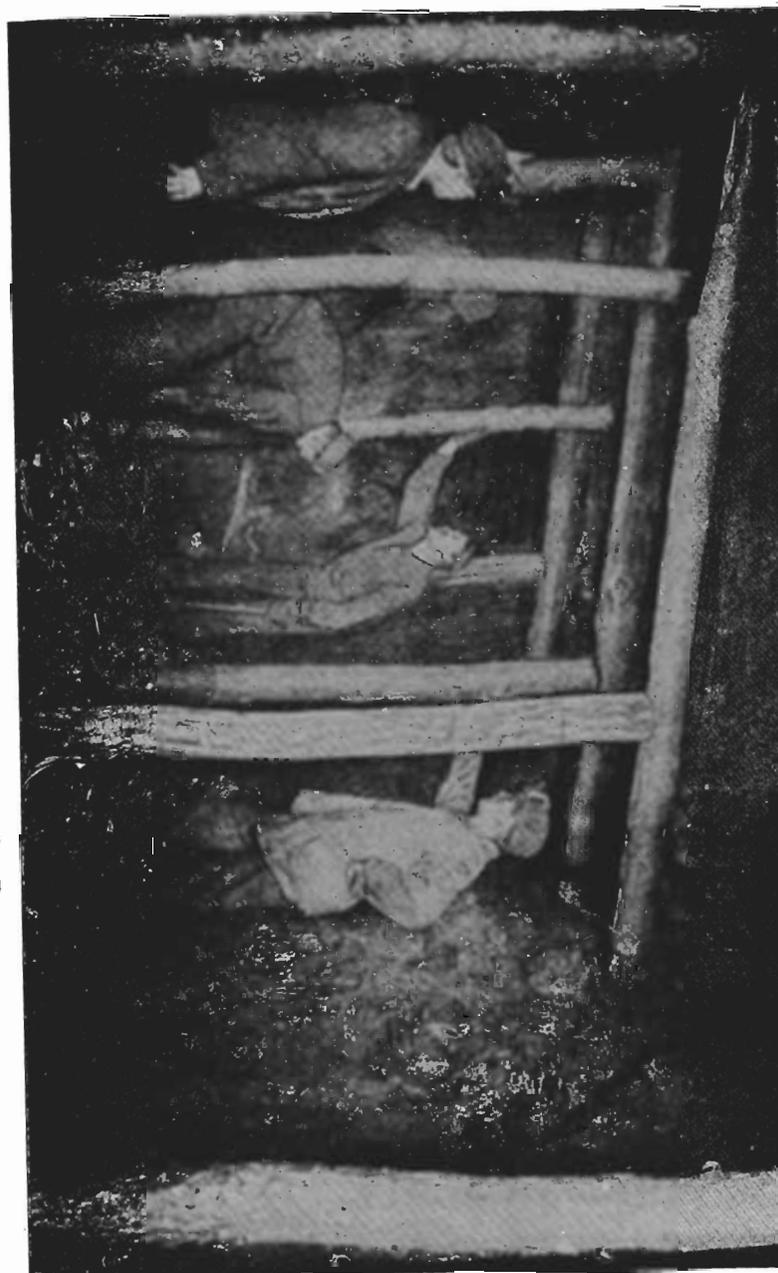
Consolidation No. 7 Mine—Recovering Mine Props.



Table of Inspections.

ALLEGANY COUNTY.

| Name of Company | Name of Mine. | Number of Openings | Inspections |
|---------------------------------------|----------------------|-----------------------|-------------|
| Consolidation Coal Co..... | Mine No. 1..... | 1 | 5 |
| Consolidation Coal Co..... | Mine No. 2..... | 1 | 5 |
| Consolidation Coal Co..... | Mine No. 3..... | 2 | 15 |
| Consolidation Coal Co..... | Mine No. 4..... | 1 | 5 |
| Consolidation Coal Co..... | Mine No. 5..... | 1 | 3 |
| Consolidation Coal Co..... | Mine No. 6..... | 1 | 4 |
| Consolidation Coal Co..... | Mine No. 7..... | 2 | 8 |
| Consolidation Coal Co..... | Mine No. 8..... | 1 | 3 |
| Consolidation Coal Co..... | Mine No. 9..... | 2 | 5 |
| Consolidation Coal Co..... | Mine No. 10..... | 1 | 5 |
| Consolidation Coal Co..... | Mine No. 11..... | 1 | 6 |
| Piedmont & George's Creek Coal Co.. | Washington No. 1.... | 2 | 2 |
| Piedmont & George's Creek Coal Co.. | Washington No. 2.... | 1 | 4 |
| Piedmont & George's Creek Coal Co.. | Washington No. 3.... | 1 | 3 |
| Piedmont & George's Creek Coal Co.. | Washington No. 4.... | 1 | 4 |
| Piedmont & George's Creek Coal Co.. | Washington No. 5.... | 3 | 3 |
| George's Creek Coal Co..... | Cutter No. 1..... | 2 | 4 |
| George's Creek Coal Co..... | Mine No. 12..... | 1 | 2 |
| George's Creek Coal Co..... | Mine No. 13..... | 3 | 3 |
| George's Creek Coal Co..... | Mine No. 14..... | 1 | 3 |
| George's Creek Coal Co..... | Tyson No. 16..... | 1 | 4 |
| New York Mining Co..... | Big Vein No. 1..... | 1 | 5 |
| New York Mining Co..... | Tyson No. 1..... | 1 | 4 |
| New York Mining Co..... | Big Vein No. 2..... | 1 | 4 |
| New York Mining Co..... | Tyson No. 2..... | 1 | 2 |
| Union Mining Co..... | Drift No. 1..... | 1 | 5 |
| Union Mining Co..... | Slope No. 2..... | 1 | 5 |
| Union Mining Co..... | Clifton No. 3..... | 1 | 5 |
| Potomac Coal Co..... | No.s 1 and 2..... | 2 | 1 |
| New Central Coal Co..... | No. 1..... | 1 | 3 |
| New Central Coal Co..... | Tyson No. 2..... | 1 | 3 |
| New Central Coal Co..... | Big Vein 1 and 2.... | 2 | 3 |
| Maryland Coal Co..... | Big Vein..... | 6 | 3 |
| Maryland Coal Co..... | Tyson..... | 1 | 2 |
| American Coal Co..... | Tyson..... | 3 | 2 |
| Barton & George's Cr'k Valley Coal Co | Carlos..... | 1 | 4 |
| H. & W. A. Hitchins Coal Co..... | Borden Mine..... | 1 | 5 |
| George's Creek Basin Coal Co..... | Short Gap..... | 1 | 2 |
| Wacovia Coal Co..... | Montell..... | 1 | 4 |
| Bowery Coal Co..... | Big Vein..... | 2 | 4 |
| Bowery Coal Co..... | Tyson..... | 1 | 4 |



Consolidation No. 1 Mine—Recovering Mine Prop.

Table of Inspections,--Continued.

ALLEGANY COUNTY.

| Name of Company | Name of Mine | Number of Openings | Inspections |
|-------------------------------------|--------------------|--------------------|-------------|
| Cumberland Basin Coal Co..... | Parker | 1 | 4 |
| Cumberland Basin Coal Co..... | Bond | 1 | 4 |
| Cumberland Basin Coal Co..... | Slope | 1 | 1 |
| Midland Mining Co..... | Enterprise | 1 | 3 |
| Midland Mining Co..... | Trimble | 1 | 2 |
| Moscow George's Creek Coal Co.... | Moscow No. 3..... | 1 | 3 |
| Piedmont Mining Co..... | Big Vein..... | 7 | 3 |
| Chapman Coal Co..... | Swanton 4-ft..... | 1 | 4 |
| Chapman Coal Co..... | Swanton Tyson..... | 1 | 4 |
| Pheonix & George's Creek Coal Co.. | Elkhart | 1 | 3 |
| Cumberland George's Creek Coal Co.. | Penn | 1 | 1 |
| Franklin Coal Co..... | Fahey's | 1 | 1 |
| Davis Coal & Coke Co..... | Buxton | 1 | 3 |
| LOCAL MINES. | | | |
| Frostburg Fuel Co..... | | 1 | 3 |
| Sol Brode Fuel Co..... | | 1 | 4 |
| Sullivan Fuel Co..... | | 1 | 1 |
| Barnard Fuel Co..... | | 1 | 1 |
| Smith Fuel Co..... | | 1 | 1 |
| Barnes Fuel Co..... | | 1 | 1 |
| Miller Fuel Co..... | | 1 | |
| Brailer Fuel Co..... | | 1 | |
| GARRETT COUNTY. | | | |
| Blaine Mining Co..... | | 1 | 3 |
| Blaine Mining Co..... | | 1 | 3 |
| Garrett County Coal Mining Co..... | | 3 | 4 |
| Potomac Valley Coal Co..... | | 3 | 5 |
| Three Forks Coal Co..... | | 1 | 3 |
| Hamill Coal Co..... | | 2 | 3 |
| Pattison Coal Co..... | | 2 | 2 |
| Bloomington Coal Co..... | | 2 | 2 |
| Branard Coal Co..... | | 1 | 2 |
| Jordan Coal Co..... | | 1 | 2 |
| Gutchall & Gates Coal Co..... | | 1 | 1 |
| CLAY MINES, ALLEGANY COUNTY. | | | |
| Union Mining Co..... | | 4 | 1 |
| Savage Mountain Fire Brick Co..... | | 1 | 2 |
| Big Savage Mountain Fire Brick Co.. | | 2 | 3 |
| Andrew Ramsey Corporation..... | | 1 | 1 |
| Total..... | | 113 | 250 |

Consolidation Coal Co.—Gathering Big Vein Coal to the Haulage Motors.



Description of the Mines.

CONSOLIDATION COAL COMPANY.

H. V. Hesse, General Manager.

A. E. Reppert, Assistant

The Maryland division of the Consolidation Coal Company is located in Allegany County, and is the largest coal producer in the State. They operate 11 mines and are working the Big Vein and Tyson seam of coal. During the year 1910 they employed 2,703 men and produced 2,356,298 tons of coal, showing an increase of 606,841 tons above the year 1909. Of this amount 1,047,575 tons were mined at Mine No. 7, the largest operation of this company. The Consolidation Coal Company made many improvements in and around the mines, by the installation of electric and rope haulage, new fans and concrete overcasts built. The general condition of the Consolidation Mines is good. No expense is being spared to meet the requirements of the law and keep their mines in a safe and healthful condition.

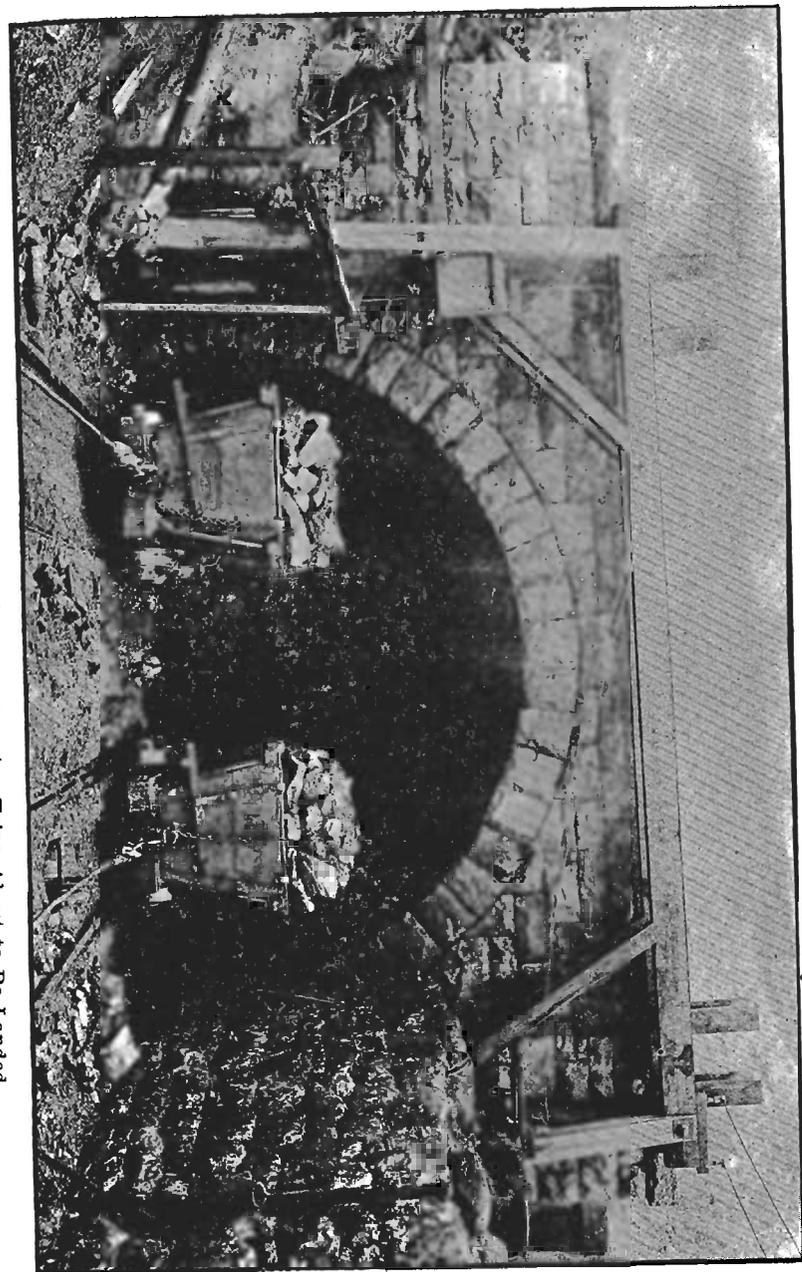
Mine No. 1.

H. V. Hesse, General Manager.

Thos. McFarlane, Mine Foreman.

A. E. Reppert, Assistant.

No. 1 mine, operated by the Consolidation Coal Company, is the second largest mine of this company, and is a slope 2800G feet long, working the Pittsburg or Big Vein of coal. The mine is located at Ocean on the east side of the George's Creek, and ships on the Cumberland and Pennsylvania railroad. This mine employed 537 persons altogether and produced 471,118 tons mined by pick and 21,062 by machines, making a total of 492,180 tons for the the year, and giving an increase of 175,513 tons over the year 1909. The coal is mined by pick and machines. Haulage by horses and air motors and drainage by the Hoffman Water ditch, which empties at Clarysville. The mine is ventilated by a large 25-foot Guibal fan and is partly ventilated on the overcast and continuous system. At present a K. W. Generator belt connected to an 18x21 Buckeye engine is being installed to furnish electric power to Nos. 2, 5 and 8 mines. The condition of No. 1 is always up to the standard. Everything is done for the health and safety of the men employed and is one of the best mines in the region. Several concrete overcasts were built and a large territory of abandoned coal was opened up. The following is an average inspection for the year:



Consolidation No. 7 Mine—Main Opening, Showing Trips About to Be Landed.

| Where Measured. | Cubic ft. Air per M. | No. of Employees | Air Per Man. |
|-----------------------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 79,200 | 407 | 177 |
| Intake to old lye..... | 6,000 | 21 | 285 |
| Outlet of Brown heading..... | 1,875 | 4 | 468 |
| Outlet of machine heading..... | 7,000 | 25 | 285 |
| Intake to rock heading..... | 3,500 | 19 | 184 |
| Intake to Carroll heading..... | 3,780 | 8 | 472 |
| Outlet of wet heading..... | 4,400 | 20 | 220 |
| Intake to Hawkins heading..... | 3,360 | 14 | 240 |
| Intake to Welsh heading..... | 5,700 | 33 | 172 |
| Intake to Miller heading..... | 4,500 | 17 | 264 |
| Intake to 8th right heading..... | 4,800 | 28 | 170 |
| Intake to 9th right heading..... | 4,900 | 20 | 245 |
| Intake to 10th right heading..... | 5,400 | 25 | 216 |
| Intake at 11th right heading..... | 4,800 | 25 | 192 |
| Intake to 4th left..... | 3,500 | 12 | 291 |
| Intake to 5th left..... | 4,900 | 27 | 181 |
| Intake to 7th right..... | 4,400 | 7 | 628 |
| Intake to 8th intake..... | 4,400 | 32 | 137 |
| Intake to 11th right..... | 7,626 | 58 | 120 |
| Outlet to Spitnas..... | 4,480 | 12 | 373 |
| Outlet of mouth of slope..... | 45,000 | | |

Mine No. 2.

Douglas Shaw, Mine Foreman.

Mine No. 2, operated by the Consolidation Coal Co., is located at Carlos Junction, a short distance northeast of No. 1, and is a drift opening working the lower Sewickly or Tyson seam of coal and is one of the later openings of the company. The largest portion of the product is used for coaling engines and for local consumption. The mine employs 27 persons and produced 19,969 tons of coal during the year 1910, showing an increase of 7,775 tons over the preceding year, 1909. The mine is ventilated by a direct connected electric fan. Haulage by mules. Electric pumps are used for drainage. It is the intention of the management of the company to install electric haulage at this mine. For that purpose there is at present a 15 K. W. Generator belt connected to an 18x21 Buckeye engine being installed at No. 1 to furnish electric power to Mine No. 2. New scales were placed at No. 2. The following is an average inspection for the year:

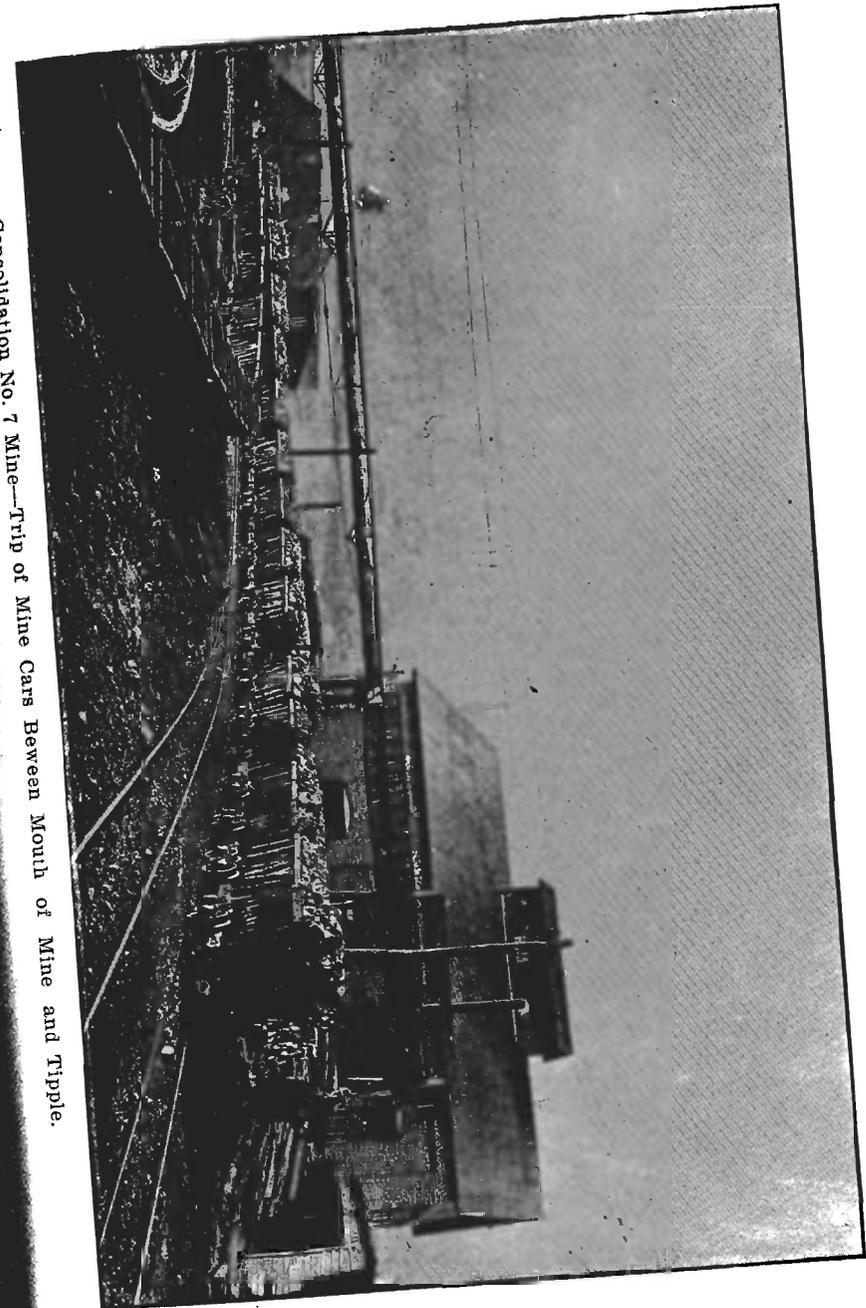
| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|----------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 14,250 | 28 | 508 |
| Outlet at mouth..... | 8,880 | | |

Mine No. 3.

William Sleeman, Mine Foreman.

Mine No. 3 is a slope $1\frac{1}{4}$ miles long, working the Pittsburg or Big Vein of coal, and is the third largest mine of the Consolidation Coal Company. During the year 1909 this mine employed 445 persons and produced 325,819 tons of coal. Of this amount 15,756 was by machines, showing

Consolidation No. 7 Mine—Trip of Mine Cars Between Mouth of Mine and Tipples.



an increase of 44,875 tons over the year 1909. During the year many and extensive improvements were made at Mine No. 3, a brick boiler and engine house, a pair of 26x28 haulage engines and four 150 h. p. boilers, and 20x6½ foot fan were installed. Several concrete overcasts were built and with all modern and up-to-date improvements No. 3 will, in the near future, be able to compete in production with other large mines of the Consolidation Coal Company. From Mine No. 3 the large standing body of water in the Borden Shaft was tapped, a description of which will appear in this report. The Borden Shaft joins No. 3 and the large body of water in the Shaft made mining in No. 3 a source of apprehension by everyone mining coal in this vicinity. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 41,300 | | |
| Intake to 1st cross..... | 4,200 | | |
| Intake to Tipples..... | 3,600 | | |
| Intake to 1st left..... | 3,300 | | |
| Intake to 2nd left..... | 3,300 | | |
| Intake to 8th right..... | 4,500 | | |
| Intake to 7th right..... | 4,200 | | |
| Outlet at slope..... | 9,890 | | |
| Intake to north side..... | 11,886 | | |
| Outlet of straight heading..... | 4,300 | | |
| Outlet of 2nd north..... | 6,950 | | |
| Outlet of 1st north..... | 7,200 | | |
| Outlet at pumping shaft..... | 7,200 | | |

Pompey Mine.

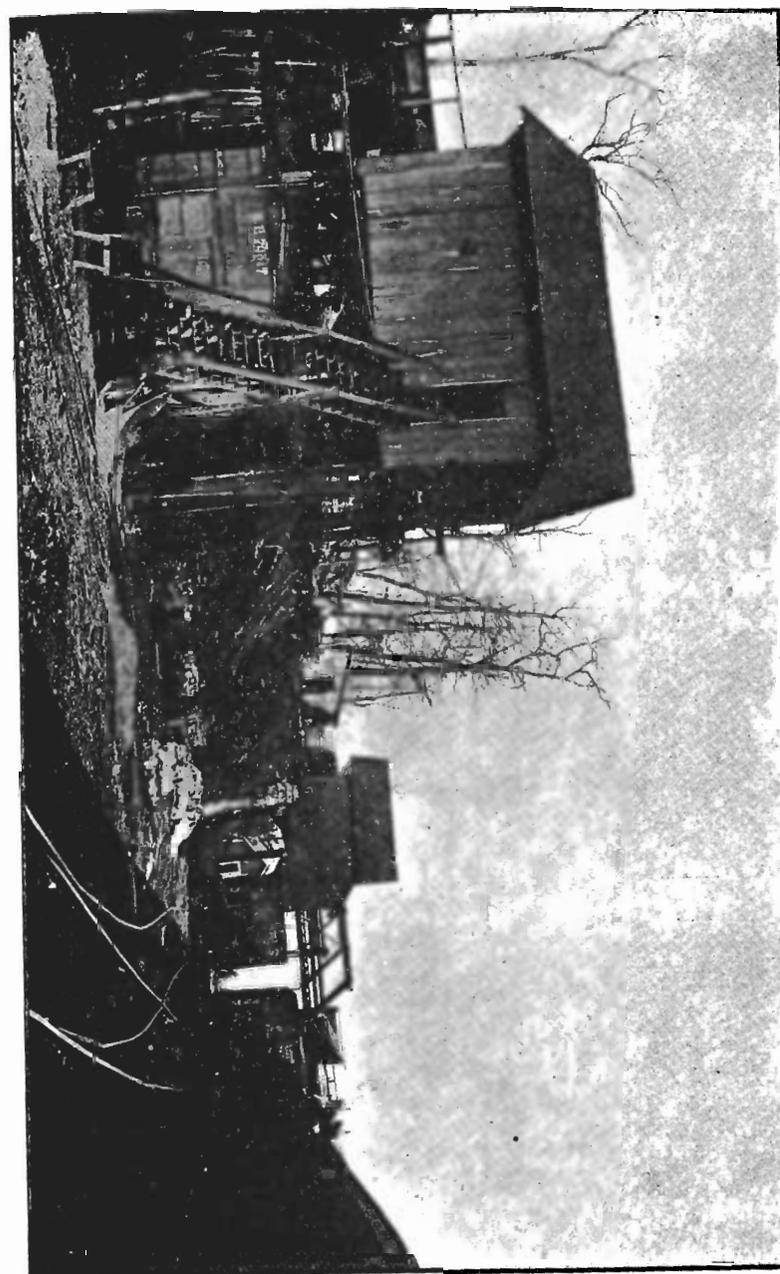
Henry, Mine Foreman.

Pompey Mine is a small operation working abandoned coal in the Hoffman drift, and employs a small number of men. All coal mined is taken over a tramroad 2½ miles long, by a small locomotive, to the tipple at Hoffman or No. 3 Mine, and shipped on the Eckhart Branch of the C. & P. railroad. It is ventilated by natural means and is generally good and the product and men employed are included as No. 3 mine. Air readings would not indicate the condition of the Mine and surface holes are made when needed.

Mine No. 4.

James Weston, Mine Foreman.

No. 4 Mine is located at Eckhart and operated by the Consolidation Coal Company and is working the Pittsburg or Big Vein coal. The mine as a rule is practically all pillar work and in the recovery of abandoned coal. During the year 1910 this mine employed 130 persons and mined 89,691 tons of coal, showing an increase of 25,629 tons above the year 1909. The mine is ventilated by a 16-foot fan and conditions are generally good. There are a few isolated places where ventilation is not so good, owing to the large territory of old workings that surround this section. The hauling is by horse and electric motor to the slope and pulled to the surface by a stationary engine, and shipped on the Eckhart Branch of the C. & P. railroad. The improvements at No. 4 Mine were the in-



Consolidation No. 7 Mine—Run of Mine Tipples.

stallation of an endless rope system of haulage of mine cars from tippie to mouth of slope. The following is an average inspectin for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|-------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 46,800 | 86 | 544 |
| Intake to Price's..... | 12,750 | 30 | 425 |
| Intake to Maryland..... | 9,900 | 32 | 309 |
| Intake to dip..... | 3,570 | 24 | 147 |
| Outlet at mouth of slope..... | 14,820 | | |

Mine No. 5, Tyson.

Robert L. Edwards, Mine Foreman.

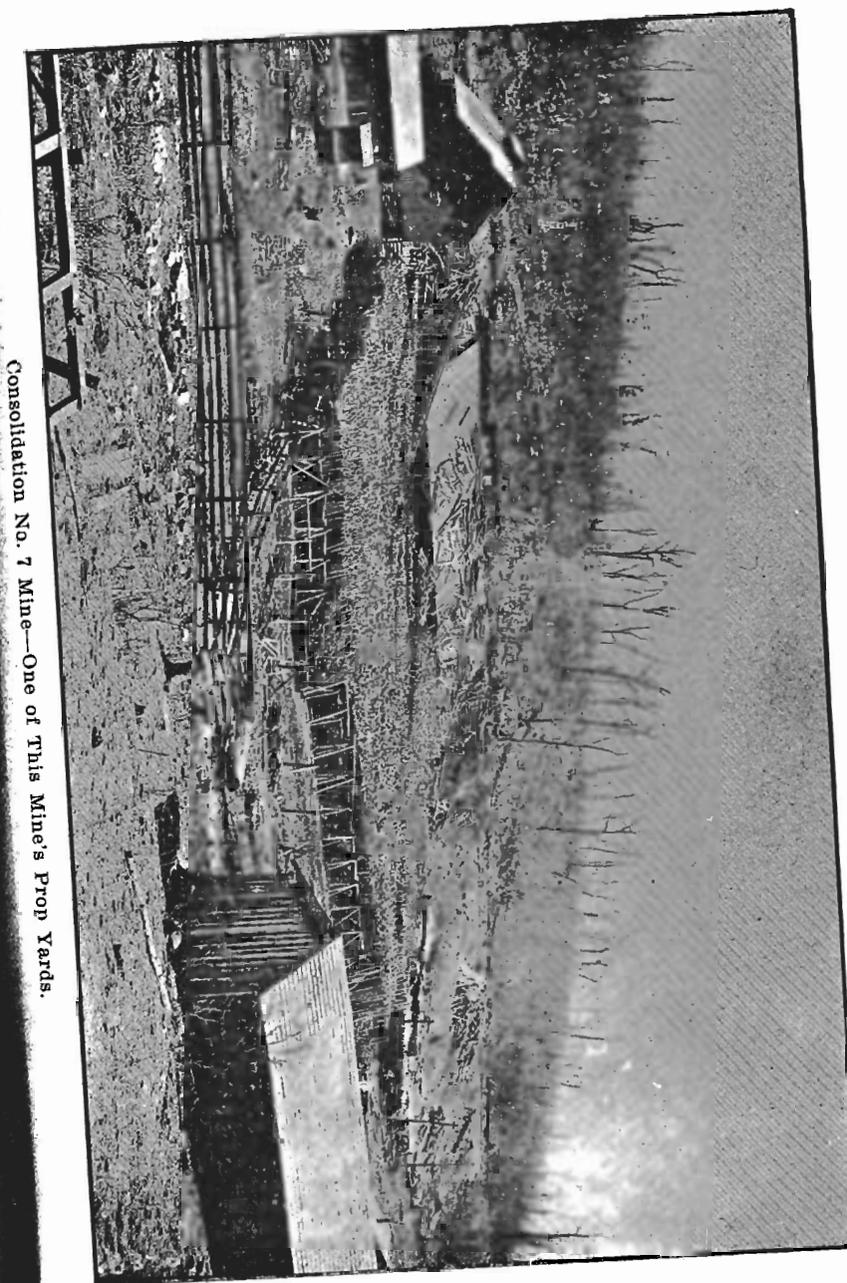
No. 5 Mine is located on the west side of the George's Creek, near Midland, with tippie on a side track of the C. & P. railroad, over which the product is shipped. During the year 1910 this mine employed 81 persons and mined 35,120 tons of coal, showing an increase of 6,535 tons above the year 1909. At this section of the region the Upper Sewickly or Tyson is in a much disturbed condition. The coal is very irregular, having many rock faults to contend with and drainage a source of much trouble, which makes mining difficult for both miner and operator. The ventilation is fairly good. Haulage by small mules to the mouth of the mines, and there taken by a small locomotive over a tramroad about one mile long to the tippie. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|--------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 10,000 | 45 | 222 |
| Intake to 7th left..... | 3,840 | 14 | 274 |
| Intake to 8th left..... | 2,750 | 11 | 250 |
| Intake to 9th left..... | 1,850 | 8 | 231 |
| Intake to bore hole..... | 1,500 | 6 | 250 |
| Outlet at mouth..... | 6,040 | | |

Mine No. 6, Tyson.

Edgar Rowe, Mine Foreman.

Mine No. 6 is located near the town of Lord, a small mining town situated on the Carlos Branch of the C. & P. railroad, on which the coal is shipped. The mine is operated by the Consolidation Coal Company, and is a slope and is the only slope working this seam or coal in the State. During the year this mine employed 99 persons, and mined 56,642 tons of coal, showing an increase of 16,321 tons above the year 1909. The mine is ventilated by a 14-foot fan and ventilation is generally good. The drainage is a difficult proposition here, from which much trouble is experienced by surface breaks from the Big Vein. The mine as a rule is in good condition. During the year a new endless rope system was installed and several overcasts were built. The long wall system of mining was introduced at this mine. So far the system has not been worked to any extent, and at present the results are not known, but if successful it will be a great benefit to both miner and operator in working the



Consolidation No. 7 Mine—One of This Mine's Prop Yards.

small vein mines of the region. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|--------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 21,560 | 77 | 280 |
| Intake to 1st right..... | 6,400 | 33 | 193 |
| Intake to 2nd right..... | 5,800 | 24 | 241 |
| Intake to 4th right..... | 4,200 | 10 | 420 |
| Intake to 2nd left..... | 4,440 | 10 | 444 |
| Outlet at mouth..... | 17,860 | | |

Mine No. 7.

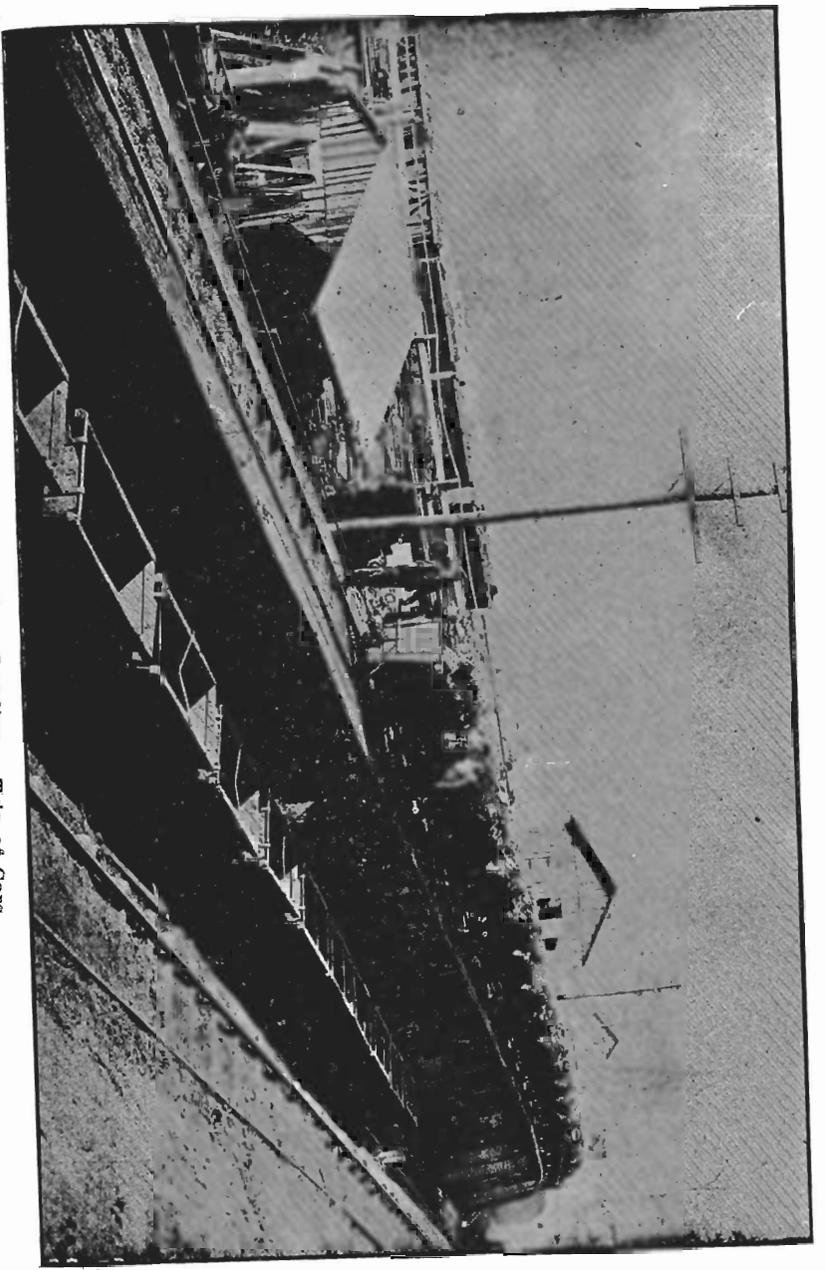
Jenkin Daniels, Mine Foreman.

Mine No. 7, operated by the Consolidation Coal Co., is located at Lord, about 1½ miles west of Carlos Junction, and is the largest mine of this company, and in the State, in production and number of men employed. During the year 1910 this mine employed 978 persons, and produced 969,315 tons of coal by pick and 78,260 tons by machines, making a total of 1,047,575 tons of coal and showing an increase of 251,326 tons over the year 1909. The main opening of Mine No. 7 is on the southwest side of the ravine, and through it a large area of coal lies to the dip. The main opening is made large enough for two tracks to enter, a short distance from the mouth the two tracks diverge, one passing under the other, and the other descends into the large area of coal and are known as the midway and new slopes, from which the coal is pulled to the surface by two stationary engines and shipped on the Carlos Branch of the C. & P. railroad. The mine is ventilated by a large 25-foot fan and by the overcast and regulator system, each heading getting fresh air from the main air course. The drainage is through the Hoffman water ditch which empties at Clrysville. The dangerous practice of riding slope trips by the different mine foremen is not seen so frequently as it was. The fatal accident which occurred during the year in which one of their number lost his life riding the trips was no doubt a warning to others to avoid the dangerous practice of riding on the slopes. The new slope manway has been improved some during the year, yet in some parts it is in a bad shape, and not in a condition for men to walk. I hope this matter will be looked after and the manways kept in a better condition in the future. The following is an aerge inspection during the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|-------------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 108,800 | 647 | 165 |
| Intake to 1st right, new slope..... | 13,200 | 65 | 110 |
| Outlet of 1st left, new slope..... | 4,800 | 34 | 140 |
| Outlet of 2nd left, new slope..... | 18,420 | 76 | 242 |
| Intake to 3rd left, new slope..... | 8,700 | 66 | 130 |
| Outlet of 4th left, new slope..... | 6,400 | 46 | 140 |
| Intake to 5th left, new slope..... | 7,200 | 64 | 110 |
| Outlet of 4th right, new slope..... | 1,600 | 4 | 400 |
| Intake to 5th right, new slope..... | 4,680 | 16 | 292 |
| Outlet of new slope..... | 27,500 | | |
| Intake to 2nd right midway..... | 4,200 | 35 | 130 |
| Intake to 3rd right midway..... | 9,600 | 67 | 143 |
| Intake to 4th right midway..... | 9,120 | 72 | 126 |
| Intake to 5th right midway..... | 12,980 | 55 | 236 |
| Intake to dip..... | 4,000 | 25 | 160 |
| Intake to 5th left..... | 7,200 | 22 | 327 |
| Outlet at old slope..... | 14,400 | | |

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Consolidation No 1 Mine—Landing a Trip of Cars.



Non-Fatal Accidents in Allegany and Garrett Counties from May 1, 1910 to May 1, 1911.

| Date | Name of Injured | Occupation | Age | Married or Single | No. in Family | Nationality | Residence | Nature of Injury | Days Lost | Cause of Accident | Name of Mine | County |
|-------|--------------------|------------------|-----|-------------------|---------------|-------------|---------------|---|-----------|---|-------------------|--------|
| 3 | L. C. Lambert | Carpenter | 28 | Married | 4 | American | Westernport | Wrist dislocated and leg bruised | | Fell from ladder | Washington No. 4 | Pied |
| 6 | Wallace Treman | Brakeman | 22 | Single | | American | Franklin | Foot caught under Motor | 17 | Slipped and was caught by motor | Washington No. 5 | Pied |
| 7 | Christopher Howell | Dumper | 17 | Single | | American | Frostburg | Arm broken | | Fell from car on tippie | Mine No. 2 | Cons |
| 10 | Alfred Logan | Laborer | | Single | | American | Frostburg | Leg bruised | | Caught between cars | Carlos | Bart |
| 20 | Adam Elliott | Miner | 55 | Married | | American | Bloomington | Arm and both legs broken | | Fall of top rock | Buxton | Davis |
| 20 | Steve Butune | Miner | 40 | Single | | Slavish | Franklin | Left leg injured | 11 | Caught between cars | Washington No. 5 | Pied |
| 23 | Jos. Jones | Miner | 48 | Married | 2 | English | Lonaconing | Leg broken | | By a fall of coal and slate | Mine No. 8 | Cons |
| 28 | Wm. Cuthbertson | Miner | 48 | Married | 2 | American | Lonaconing | Arm broken and hand bruised | | Fall of roof coal | Mine No. 7 | Cons |
| 10 | Santo Carljoui | Miner | 30 | Married | | Italian | Eckhart | Hand hurt | 15 | Caught between prop. and car | Union No. 2 | New |
| 14 | Geo. Welsh | Miner | 45 | Married | | American | Morantown | Blood poison | | Sulphur water getting into bruised finger | Union No. 2 | New |
| 28 | Frank Boyle | Brakeman | 24 | Married | 3 | American | Lonaconing | Foot broken and leg injured | | Slipped when getting on a trip | Mine No. 1 | Cons |
| 6 | Albert Baker | Driver | 40 | Married | 4 | German | Wellersburg | Leg sprained | 36 | Caught between cars | Parker | Cum |
| 13 | Alonzo Howser | Miner | 38 | Married | 1 | American | Allegany | Leg broken | | Fall of breast slate | Union No. 2 | New |
| 15 | Edward Anderson | Miner | 60 | Widower | | American | Carlos | Hand hurt | | Fall of coal | Carlos | Bart |
| 20 | David Goose | Miner | | Single | | American | Frostburg | Leg broken | | Fall of breast coal | Mine No. 7 | Cons |
| 21 | Geo. Steen | Miner | 32 | Single | | American | Carlos | Ribs broken | | Fall of breast coal | Carlos | Bart |
| 26 | Louis Biddle | Miner | 30 | Married | 5 | American | Westernport | Back hurt | | Fall of bone coal | Washington No. 5 | Pied |
| 28 | D. H. Welsh | Miner | 61 | Married | | American | Barton | Hand hurt | | Fall of coal | Washington No. 4 | Pied |
| 2 | Harry Bishop | Miner | 22 | Single | | American | Lonaconing | Hip broken | | Fall of top slate | Tyson No. 16 | Georg |
| 3 | John Matthews | Brakeman | 19 | Single | | American | Westernport | Leg hurt | 12 | Caught between motor and prop. | Washington No. 5 | Pied |
| 10 | Thos. Barry | Driver | 19 | Single | | American | Eckhart | Knee hurt | 12 | Kicked by a mule | Washington No. 2 | Pied |
| 11 | John Muir | Miner | 54 | Single | | American | Lonaconing | Collar bone broken and knee hurt | 47 | Fall of slate and rock | Koontz No. 2 | New |
| 13 | Walter Porter | Miner | 35 | Married | | American | Eckhart | Foot bruised | 12 | Fall of rock | Union No. 2 | New |
| 15 | Wm. Michaels | Lumberman | 40 | Married | 4 | American | Eckhart | Leg broken | | Fall of rock | Union No. 2 | New |
| 23 | Chas. Iser | Miner | 29 | Married | 4 | American | Barrellsville | Rib broken and badly bruised | | Fall of slate | Union No. 2 | New |
| 27 | Lawrence Miller | Miller | 23 | Single | | American | Mt. Savage | Arm bruised | | Fall of top coal | Union No. 2 | New |
| 28 | Jas. Carter | Clerk | 20 | Single | | American | Eckhart | Body badly bruised | | Caught by cars outside | Washington No. 2 | Pied |
| 29 | Louis Diorizio | Miner | 28 | Married | | Italian | Eckhart | Bruised about body | | Fall of rock | Union No. 2 | New |
| 2 | Mike Flarette | Miner | 30 | Single | | Slavish | Barrellsville | Hand hurt | 30 | Caught between car and roof | Parker | Cum |
| 2 | Joseph Bone | Miner | 40 | Married | | American | Mt. Savage | Hand hurt | 15 | Caught between prop. and car | Union No. 2 | New |
| 8 | Henry Lee | Miner | 35 | Single | | American | Barton | Face & shoulder hurt & leg bruised | 11 | Fall of rock | Washington No. 5 | Pied |
| 8 | David Preston | Miner | 27 | Married | | American | Barton | Hurt about body | 46 | Fall of rock | Washington No. 5 | Pied |
| 9 | John Struntz | Miner | 16 | Single | | American | Frostburg | Collar bone broken and face cut | | Fall of breast coal | Mine No. 3 | Cons |
| 11 | John Muncini | Miner | 38 | Single | | Italian | Eckhart | Arm broken | 22 | By brake on car | Washington No. 2 | Pied |
| 14 | Chas. Kellar | Driver | 36 | Married | 6 | American | Frostburg | Arm broken | 122 | Caught with loaded car | Union No. 2 | Union |
| 15 | Chas. Clise | Miner | 45 | Married | | American | Westernport | Cut about head and arms | | Fall of bone coal | Washington No. 5 | Pied |
| 20 | Frank Lashbaugh | Brakeman | 25 | Single | | American | Allegany | Foot badly bruised | | Caught between cars | Union No. 2 | New |
| 23 | Nicolo Modini | Miner | 33 | Single | | Italian | Eckhart | Leg broken | | Fall of top rock | Washington No. 2 | Pied |
| 23 | Geo. Finn | Miner | 19 | Single | | American | Hoffman | Face, body and leg hurt | | Fall of breast coal | Mine No. 3 | Cons |
| 30 | Chas. Brodbeck | Miner | 52 | Married | | American | Lonaconing | Eye injured | 150 | Struck by a piece of coal | Mine No. 14 | Georg |
| 2 | Louis Heighland | Driver | 15 | Single | | American | Bloomington | Injured legs | 90 | Getting on cars | Buxton | Davis |
| 10 | Daniel Kane | Driver | 53 | Married | 5 | American | Vale Summit | Face & head cut, back & foot injured | | Fall of roof coal | Mine No. 3 | Cons |
| 14 | Geo. Stevenson | Roadsman | 71 | Married | 5 | American | Carlos | Cut thumb | 94 | Using axe | Carlos | Bart |
| 15 | Jas. Treman | Driver | 27 | Married | 3 | American | Franklin | Hand and finger mashed | 16 | Caught between car and tail chain | Washington No. 5 | Pied |
| 17 | Walter Dawson | Miner | 16 | Single | | American | Westernport | Foot bruised | | Caught under car | Washington No. 4 | Pied |
| 18 | Vernon Crable | Miner | 26 | Married | 2 | American | Franklin | Back injured | | Fall of bone coal | Elkhart | Phoe |
| 18 | C. D. White | Driver | 25 | Single | | American | Barton | Foot injured | | Fall of bone coal | Elkhart | Phoe |
| 19 | L. E. Abernathy | Driver | 15 | Single | | American | Westernport | Body bruised | | Unloading rails | Buxton | Davis |
| 22 | Lloyd Sturtz | Roadsman | 44 | Married | 2 | German | Wellersburg | Leg injured | 30 | Fall of rock | Parker | Cum |
| 25 | Jas. Driscoll | Dump Man | 18 | Single | | American | Westernport | Foot injured | | Dumping car | Washington No. 5 | Pied |
| 25 | Andrew Sloan | Driver | 38 | Married | 3 | American | Lonaconing | Hip dislocated | | Caught between timber and roof | Koontz No. 2 | New |
| 28 | Louis Biddle | Miner | 30 | Married | 5 | American | Westernport | Back hurt | 5 | Caught by a fall of bone coal | Washington No. 5 | Pied |
| 28 | Thos. Adams | Miner | 22 | Single | | American | Carlos | Ankle injured | | By a piece of coal | Carlos | Bart |
| 10 | Geo. Hunt | Machinist | 33 | Married | 5 | American | Frostburg | Thumb mashed | | Falling machinery | Mine No. 1 | Cons |
| 10 | Sol Smith | Miner | 49 | Married | 2 | American | Frostburg | Ribs fractured | | Fall of breast coal | Mine No. 7 | Cons |
| 21 | John P. McGrady | Miner | 65 | Married | 7 | Irish | Midland | Rib broken | | Fell against car | Mine No. 1 | Cons |
| 21 | Henry Bojanger | Miner | 22 | Single | | American | Eckhart | Legs badly injured | | Fall of top coal and slate | Mine No. 4 | Cons |
| 23 | Thos. Poland | Laborer | 61 | Married | 5 | American | Midland | Arm broken | | Fell off a cart | Mine No. 1 | Cons |
| 23 | Jas. Logsdon | Driver | 32 | Married | 4 | American | Vale Summit | Foot injured | | By derailed car | Mine No. 3 | Cons |
| 26 | Peter McKenna | Miner | 65 | Married | 5 | Irish | Midland | Shoulder and Arm injured | | Caught between car and prop. | Mine No. 1 | Cons |
| 30 | Andrew Shavinski | Miner | 16 | Single | | American | Frostburg | Side and leg injured | | Fall of rib coal | Mine No. 3 | Cons |
| 3 | Jas. Logsdon | Laborer | 25 | Single | | American | Barton | Back injured | | Fall of top coal | Cutter No. 1 | Georg |
| 13 | Robt. Mitchell | Laborer | 50 | Married | 8 | Scotch | Lonaconing | Leg broken and back injured | | Fell off trip of cars | Mine No. 5 | Cons |
| 14 | Wallace Treman | Miner | 22 | Married | 2 | American | Westernport | Breast and face injured | | Running car into another trip | Washington No. 5 | Pied |
| 14 | Steve Corea | Miner | 40 | Married | 8 | Slavish | Westernport | Head, face and arms injured | | Fall of rock | Washington No. 5 | Pied |
| 20 | Henry Sittig | Miner | 27 | Single | | American | Borden Shaft | Thumb injured | | Cut with axe | Carlos | Bart |
| 21 | Jacob Cambell | Miner | 27 | Single | | American | Frostburg | Back and arms injured | | Fall of top rock | Mine No. 10 | Cons |
| 30 | Jas. Treman | Driver | 27 | Married | 3 | American | Westernport | Foot injured | | Caught under car | Washington No. 5 | Pied |
| 1911. | | | | | | | | | | | | |
| 69 | Jan. 7 | Louis Niner | 38 | Married | | American | Eckhart | Arm injured | | Fall of top rock | Washington No. 2 | Pied |
| 70 | Jan. 10 | David Greening | 34 | Married | 7 | Welsh | Frostburg | Leg and arm broken | | Fall of breast coal | Mine No. 7 | Cons |
| 71 | Jan. 12 | Chas. McCabe | 33 | Single | | Scotch | Eckhart | Lost hand at wrist | | While firing a shot | Mine No. 9 | Cons |
| 72 | Jan. 12 | Arthur Wann | 26 | Married | 4 | American | Eckhart | Ankle sprained | | By Motor | Washington No. 2 | Pied |
| 73 | Jan. 13 | Jas. Brown | 56 | Married | 11 | German | Gilmore | Head and face injured | | Fall of roof coal | Mine No. 1 | Cons |
| 74 | Jan. 14 | John Cross | 50 | Married | 6 | Scotch | Barton | Leg and back injured | | Fall of top rock | Washington No. 4 | Pied |
| 75 | Jan. 16 | John Donahue | 41 | Single | | American | Lonaconing | Back injured | | Fall of top coal | Cutter Mine No. 1 | Georg |
| 76 | Jan. 19 | Frank Lacorti | 45 | Married | 2 | Italian | Westernport | Toe mashed | | Lump of coal | Washington No. 5 | Pied |
| 77 | Jan. 25 | Leonard Chilo | 32 | Single | | Italian | Eckhart | Leg hurt | | Fall of rock | Washington No. 2 | Pied |
| 78 | Jan. 26 | Henry Eisentrout | 36 | Married | 2 | American | Midland | Eye badly injured | | Struck by a piece of coal | Mine No. 1 | Cons |
| 79 | Jan. 26 | Edward Starnes | 37 | Married | | American | Lonaconing | Collar bone broken | | Fall of top rock | Mine No. 16 | Georg |
| 80 | Jan. 31 | Chas. Buskie | 27 | Married | 3 | American | Eckhart | Fingers broken | | By cars | Washington No. 2 | Pied |
| 81 | Jan. 31 | Joe Niner | 40 | Married | 9 | American | Eckhart | Hand hurt | | Flying piece of steel | Washington No. 2 | Pied |
| 82 | Feb. 6 | Garlano Barberie | 35 | Single | | Italian | Eckhart | Hand mashed | | By cars | Washington No. 2 | Pied |
| 83 | Feb. 7 | Harry Hummell | 48 | Married | 7 | American | Eckhart | Ligaments of knee sprained and bone fractured | | Fall of rock | Mine No. 10 | Cons |
| 84 | Feb. 11 | Phil Blocher | 28 | Single | | American | Frostburg | Arm broken | 64 | By a falling crossbar | Union No. 2 | Union |
| 85 | Feb. 14 | Joseph Huber | 55 | Married | 8 | German | Eckhart | Sprained wrist | | By falling | Washington No. 2 | Pied |
| 86 | Feb. 17 | John Goodwin | 35 | Married | 4 | English | Beryl | Body strained | | Loading car | Buxton | Davis |
| 87 | Mar. 1 | Thos. Flynn | 18 | Single | | American | Beryl | Squeezed about body | | Fell under trip | Buxton | Davis |
| 88 | Mar. 4 | Lugui Lumbrogni | 40 | Single | | Italian | Eckhart | Arm hurt | 63 | By cars | Washington No. 2 | Pied |
| 89 | Mar. 10 | Stephen Barnes | 38 | Married | | American | Frostburg | Body injured | | By cars | Washington No. 2 | Pied |
| 90 | Mar. 10 | Mattio Cordia | 28 | Single | | Italian | Eckhart | Face cut | 12 | By cars | Washington No. 2 | Pied |
| 91 | Mar. 14 | Renox Buchanan | 27 | Single | | American | Bloomington | Hand hurt | | Unloading a car | Buxton | Davis |
| 92 | Mar. 18 | Thos. Shelve | 23 | Single | | American | Barrellsville | Back and hip hurt | | Fall of top slate | Bond | Cum |
| 93 | Mar. 18 | Jas. Major | 59 | Married | 9 | American | Lonaconing | Both legs and collar bone broken | | Fall of breast coal | Mine No. 1 | Georg |
| 94 | Mar. 24 | Dave Leishman | 22 | Single | | Scotch | Barrellsville | Eyes and hands burned | | Shot of powder | Parker | Cum |
| 95 | Mar. 26 | Jas. Cathcart | 48 | Married | | Scotch | Shaft | Bone in hand broken | | Caught by car | Mine No. 11 | Cons |
| 96 | Mar. 28 | Wm. Wilson | 20 | Single | | American | Lonaconing | Leg broken | | Fall of breast coal | Big Vein | New |
| 97 | Mar. 29 | Robt. Guynn | 35 | Married | 4 | American | Franklin | Finger mashed | | Caught by car | Washington No. 5 | Pied |
| 98 | Mar. 31 | Wm. Barclay | 21 | Single | | American | Lonaconing | Back hurt | | Fall of slate and rock | Koontz No. 2 | New |
| 99 | Apr. 1 | Geo. Keedy | 64 | Single | | American | Frostburg | Hand and Shoulder hurt | | Fall of top coal | Mine No. 1 | Cons |
| 100 | Apr. 3 | Fred Hacker | 22 | Married | | German | Lonaconing | Leg broken | | Caught between car and rib | Mine No. 16 | Georg |
| 101 | Apr. 3 | Samuel Brown | 46 | Married | | Scotch | Gilmore | Back injured | | Caught by a fall of top slate | Mine No. 16 | Georg |
| 102 | Apr. 4 | Joseph Taylor | 68 | Single | | English | Frostburg | Head cut and nose broken | | Fall of top coal | Mine No. 3 | Cons |
| 103 | Apr. 4 | Miles Thompson | 46 | Married | | American | Midland | Leg broken | | Caught by car | Mine No. 8 | Cons |
| 104 | Apr. 11 | Donato Domenico | 48 | Married | | Italian | Eckhart | Body injured | | Caught by cars | Washington No. 2 | Pied |
| 105 | Apr. 24 | Michael Sullivan | 20 | Single | | American | Eckhart | Hand mashed | | Fall of rock | Washington No. 2 | Pied |
| 106 | Apr. 26 | Jas. Cathcart | 48 | Married | 11 | Scotch | Shaft | Bone in hand broken | | Caught by car | Mine No. 11 | Cons |
| 107 | Apr. 27 | John Hutchison | 36 | Married | 6 | American | Lonaconing | Leg broken | | Fall of breast coal | Mine No. 7 | Cons |

Mine No. 8.

Wm. H. R. Thomas, Mine Foreman.

No. 8 Mine, operated by the Consolidation Coal Co., is located on the west side of the George's Creek, near Midland; is a drift opening, working the Pittsburg or Big Vein coal. During the year this mine employed 99 persons and produced 93,496 tons of coal, showing an increase of 43,567 tons above the year 1909. The coal mined at No. 8 is from a squeezed section of Mine No. 1 on the west side of the slope, from which they have been very successful in recovering a large percentage of coal that was supposedly lost. No. 8 is composed of a large area of this kind of work. Although the conditions are not the best, still No. 8, with good management will be good for some years to come. During the year a new rope haulage and stationary engine were installed. Owing to the large territory of old works that surround No. 8 some black damp is noticed at different periods of the year. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|----------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 22,320 | 60 | 372 |
| Outlet at water ditch..... | 14,000 | | |

Mine No. 9.

Edward Jenkins, Mine Foreman.

No. 9 Mine, operated by the Consolidation Coal Company, is located near Allegany, about a mile northeast of Frostburg, and is one of the oldest mines operating the Upper Sewickly or Tyson in this section of the region. There are two drift openings and are designated as A and B. The greatest portion of the coal is mined from B opening. The coal mined from A is used for coaling engines on the C. & P. railroad. During the year 1910 this mine employed 188 persons and produced 162,958 tons of coal, showing an increase of 63,643 tons more than the year 1909. The mine is ventilated by a 14 foot fan that supplies a good quantity of air to the working places, yet with the excessive use of powder very often smoke accumulates. The haulage is by small mules to the different lyes, and taken to the tippie and shipped on the C. & P. railroad. Recently a chain mining machine was placed at No. 9. The following is an average of inspection during the year:

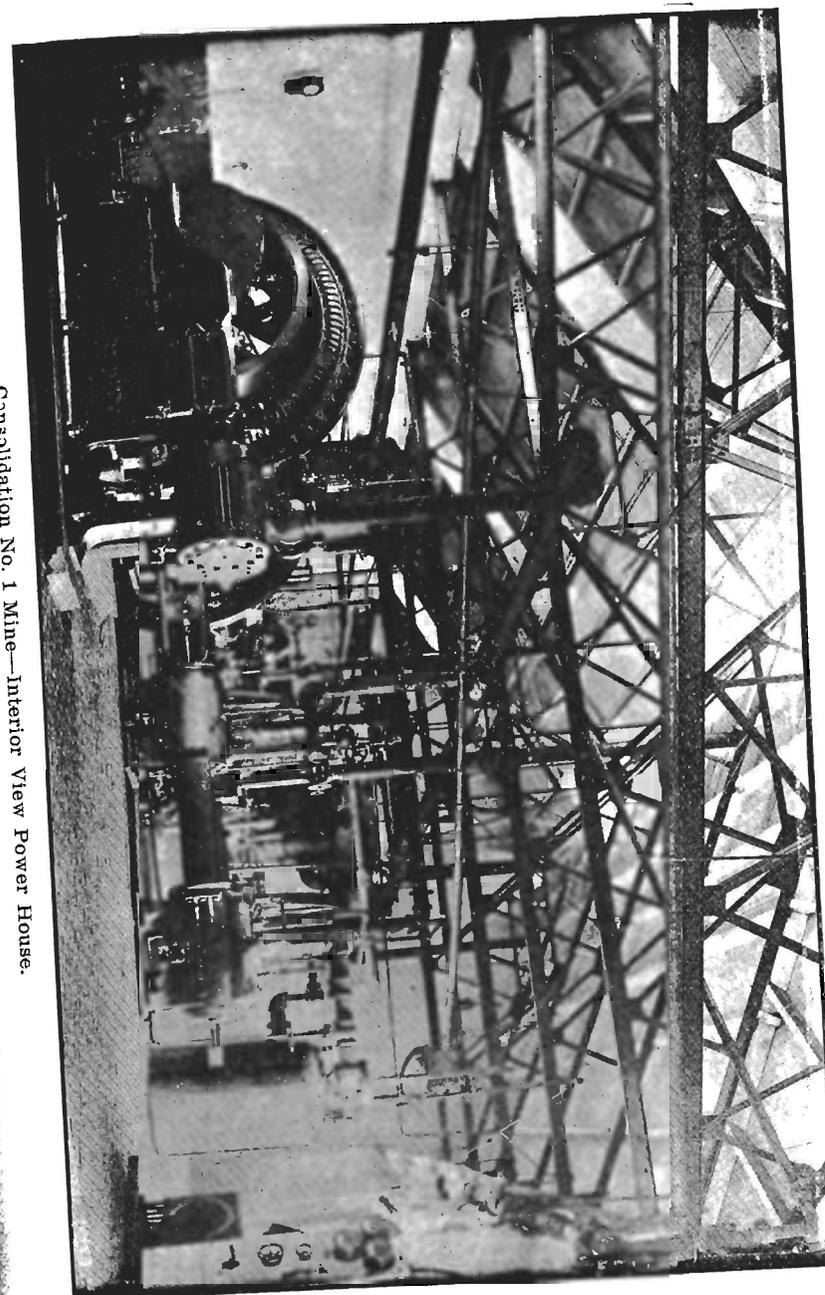
| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|--------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan B opening..... | 59,000 | 122 | 467 |
| Outlet of 6th right..... | 4,800 | 37 | 129 |
| Intake at 7th right..... | 4,260 | 18 | 233 |
| Intake to 9th right..... | 3,960 | 26 | 151 |
| Intake to 3rd left..... | 4,160 | 25 | 166 |
| Outlet of 1st left..... | 3,900 | 16 | 243 |
| Outlet to mouth of B..... | 18,360 | | |
| Intake at mouth of A..... | 5,520 | 20 | 277 |
| Outlet at air shaft..... | 4,780 | | |

Mine No. 10.

William England, Mine Foreman.

No. 10 Mine is located at Eckhart, directly above No. 4 and is a drift opening, working the Upper Sewickly or Tyson, and operated by the Consolidation Coal Company. During the year 1910 this mine employed

Consolidation No. 1 Mine—Interior View Power House.



76 persons and produced 36,985 tons of coal, showing an increase of 22,621 tons more than 1909. During the year electric haulage has been installed. A seven-ton electric motor is used in the mine for haulage. A new fan was installed and ventilation very much improved. This opening will develop a large area of this coal, and in the near future will rank with the best small vein mines in the region.

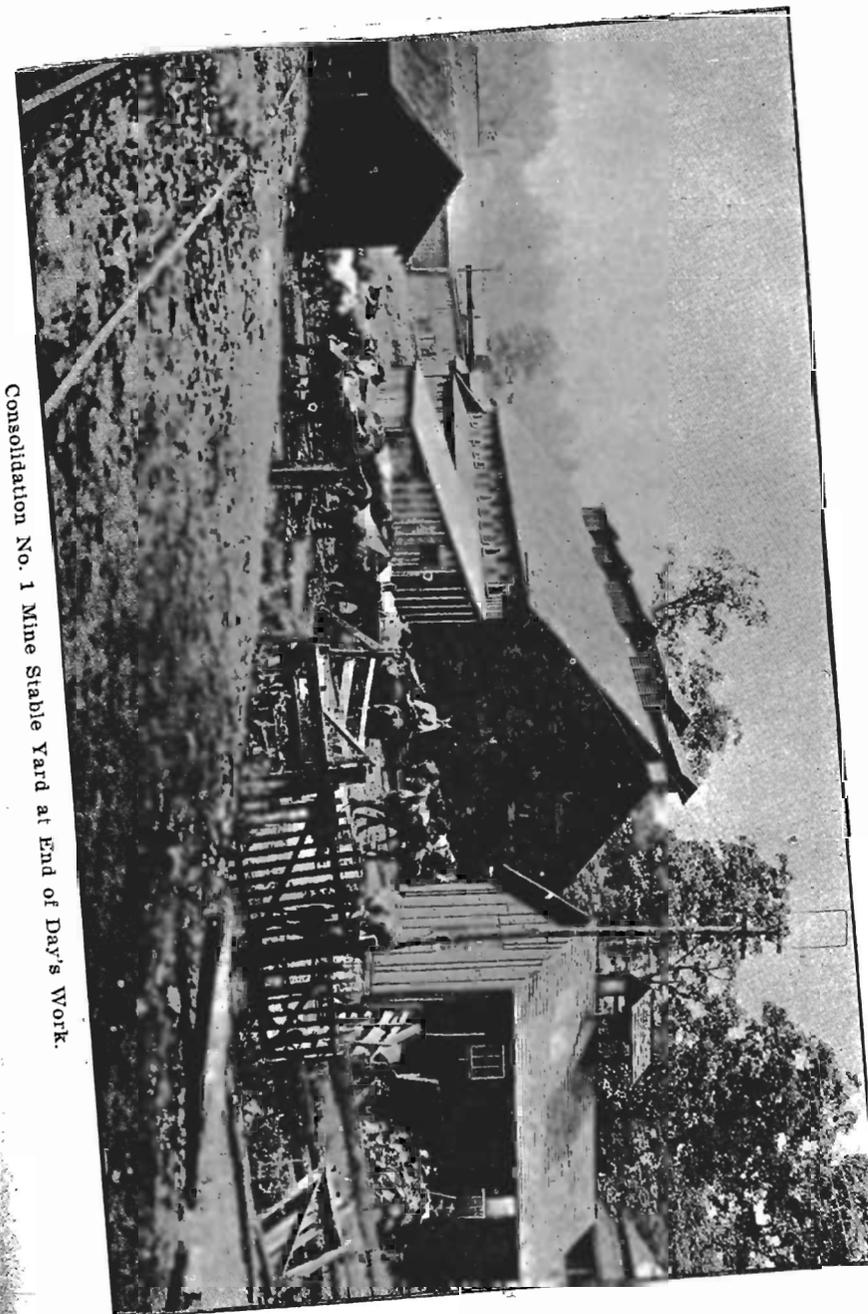
| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 33,210 | 49 | 667 |
| Outlet of sump..... | 1,600 | 5 | 320 |
| Intake to 1st left..... | 4,500 | 10 | 450 |
| Intake to 2nd left..... | 6,900 | 8 | 860 |
| Intake to 3rd left..... | 5,700 | 8 | 712 |
| Intake to 4th left..... | 3,600 | 5 | 720 |
| Outlet of straight heading..... | 3,200 | 4 | 800 |
| Intake to right side..... | 3,600 | 9 | 400 |
| Return to fan..... | 32,100 | | |

Mine No. 11.

Alex. Neal, Mine Foreman.

Mine No. 11, operate by the Consolidation Coal Company, is located in the pumping shaft, about 100 feet above the Big Vein at No. 3 mine, and are working the Upper Sewickly or Tyson seam of coal. The chute mentioned in by last report has been completed, and all coal mined at No. 11 for shipment is taken through the chute and loaded into mine cars at No. 3, and then taken up the slope and shipped on the Eckhart Branch of the C. & P. railroad. During the year 1910 this mine employed 48 persons and mined 26,136 tons of coal, showing an increase of 18,128 tons of coal above the year 1909. During the year a fan was installed, giving better results relative to ventilation. It is the intention of this company to install electric haulage at this mine. A 150 K. W. Westinghouse Generator belt connected to an 18x21 Buckeye engine is being installed at the Pumping Shaft. No. 11 is one of the leading, if not the best, small vein mines in the region, and in the near future it will be one of the leading mines of this section. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|-----------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 9,650 | 38 | 252 |
| Outlet of main left..... | 4,050 | 4 | 1012 |
| Outlet of main right..... | 3,500 | 5 | 700 |
| Intake to 1st right..... | 3,500 | 6 | 583 |
| Intake to 2nd right..... | 3,200 | 4 | 800 |
| Intake to 3rd right..... | 2,800 | 5 | 560 |
| Outlet of main heading..... | 2,500 | 9 | 277 |
| Outlet at Shaft..... | 8,820 | | |



Consolidation No. 1 Mine Stabling Yard at End of Day's Work.

PIEDMONT AND GEORGE'S CREEK COAL COMPANY.

John S. Brophy, General Manager.

The Piedmont and George's Creek Coal Company are operating mines in Allegany County, and are located near Westernport and Eckhart, with main offices at Frostburg, and is the second largest coal producer in the State. During the year 1910 this company employed 450 men and boys and mined 291,206 tons of coal, showing an increase of 25,181 tons over the preceding year, 1909. Many and extensive improvements were made at the different mines. New side tracks made. Haulage way extended. Heavy rails laid on motor road and new fan. The general condition of all mines are good.

Washington Nos. 1 and 2.

Martin Condry, Superintendent. Charles Murray, Mine Foreman.

Washington No. 1, operated by the Piedmont and George's Creek Coal Company, is located a short distance south of Eckhart, where they have two drifts working the outcrop of the Big Vein, and ship over the Eckhart Branch of the C. & P. railroad. No. 1 was worked very little during the year. A pillar taken out from under the fan house broke the surface, and damaging the fan to some extent so that the mine closed down for some time. Later the fan was repaired, and a small number of men and a few places were started, and at present there is only a small territory of coal to mine. No. 2 mine is located near No. 1 and employs only a small number of men working the outcrop. It is ventilated by natural means. The haulage is by horses from the mine over a short tramroad to No. 1 plane and lowered to the tippie, and shipped over the Eckhart Branch of the C. & P. railroad. The following is an average inspection during the the year:

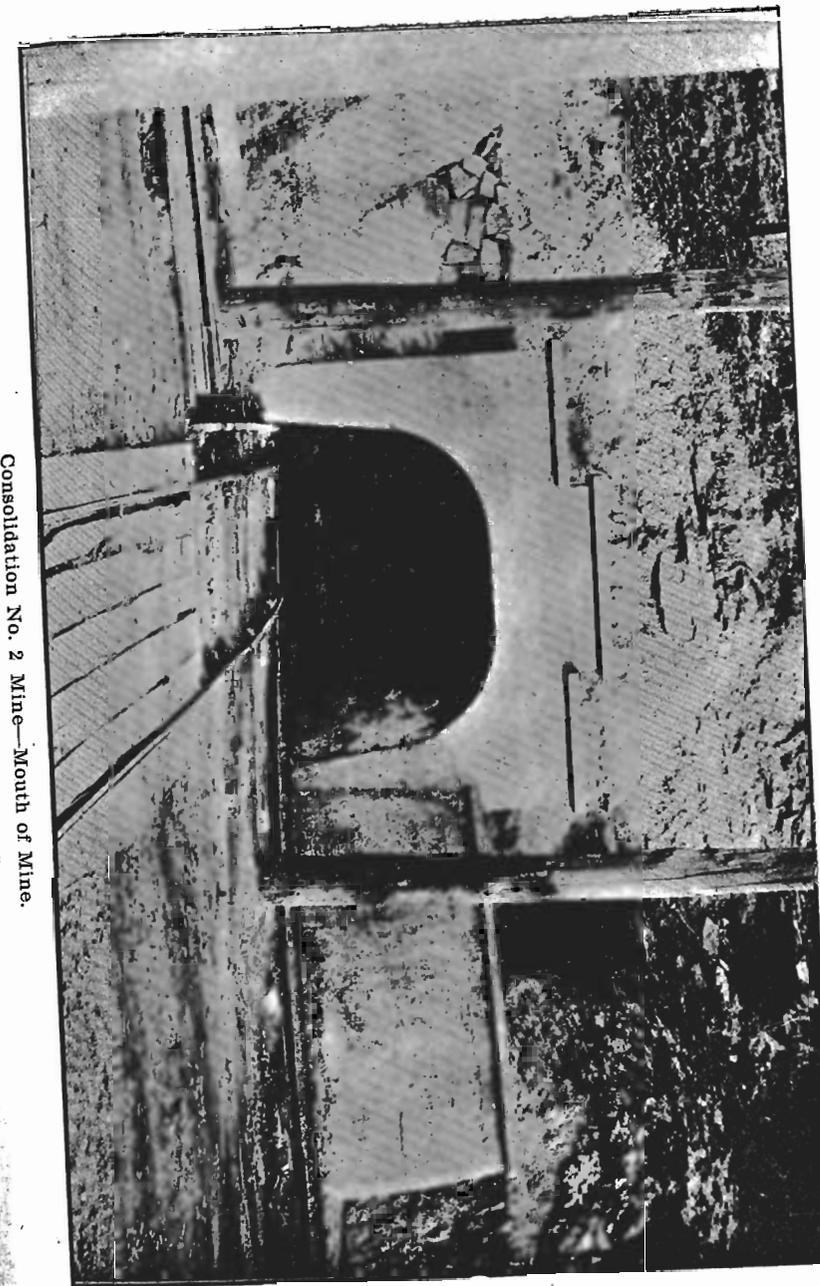
| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|--------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 11,000 | 20 | 550 |
| Outlet to old works..... | | | |

Washington No. 2, Tyson.

Martin Condry, Superintendent. William Condry, Mine Foreman.

Washington No. 2 is a drift opening working the Tyson vein of coal and is located near Eckhart, and operated by the Piedmont and George's Creek Coal Company. During the year 1910 this mine employed 214 persons and produced 145,314 tons of coal, showing an increase of 60,276 tons over the year 1909. Many improvements were made at the mine during the year. Motor road was extended nearer the working places, new side tracks, heavy iron placed, electric pumps installed for drainage and ventilation very much improved by giving it a shorter circulation, and nearer the working places the haulage is by mules to the different lyes and then taken to the tippie by electric motors, where it is dumped and shipped over the Eckhart Branch of the C. & P. railroad. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|----------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 61,000 | 175 | 358 |
| Intake to 3rd and 4th south..... | 10,560 | 50 | 211 |
| Intake to 5th and 6th south..... | 9,800 | 32 | 306 |
| Intake to 7th and 8th south..... | 11,200 | 40 | 280 |
| Outlet of north side..... | 33,880 | 51 | 664 |
| Outlets combined..... | 39,600 | | |



Consolidation No. 2 Mine—Mouth of Mine.

Washington No. 3.

W. E. Brown, Superintendent. Frank Brown, Mine Foreman.

Washington No. 3 Mine is located near Franklin, a drift opening working Lower Kittanning or Davis six feet, and ships on the C. & P. railroad, and is operated by the Piedmont and George's Creek Coal Company. This mine was formerly known as Washington No. 6 and is one of the later openings in that section of the region. The coal is in a much-disturbed condition and there are many rock faults to contend with. The principal part of this mine the coal is taken from first right in No. 3 mine, which was abandoned during the year, and the coal is taken out by No. 6. The mine is ventilated by a direct connected electric fan and drainage by electric pumps. Haulage by mules and the general condition of the mine is good. During the year this mine employed a small number of men and produced 8,856 tons of coal, showing a decrease of 24, 819 tons. This was caused by Washington No. 3 old mine being abandoned during the year. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Emploees. | Air Per Man. |
|----------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 18,000 | 22 | 818 |
| Outlet at mouth..... | 14,250 | | |

Washington No. 4.

W. E. Brown, Superintendent. E. F. Lambert, Mine Foreman.

Washington No. 4 is a drift opening on the east side of the George's Creek, near Westernport, working the Lower Kittanning or Davis six-foot and operated by the Piedmont and George's Creek Coal Co. During the year this mine employed 68 men and mined 55,109 tons of coal, showing an increase in Production of 10,156 tons under the year 1909. This mine, like others, that is the territory of coal to mine is getting smaller, places more concentrated and less men employed, are very good reasons why the normal output decreases. The mine is ventilated by a fan and ventilation is generally fair, considering the amount of shooting being done. The drainage is natural. Haulage by mules to the plane where it is lowered to the tipple and shipped over the C. & P. railroad. The following is an average inspection during the year

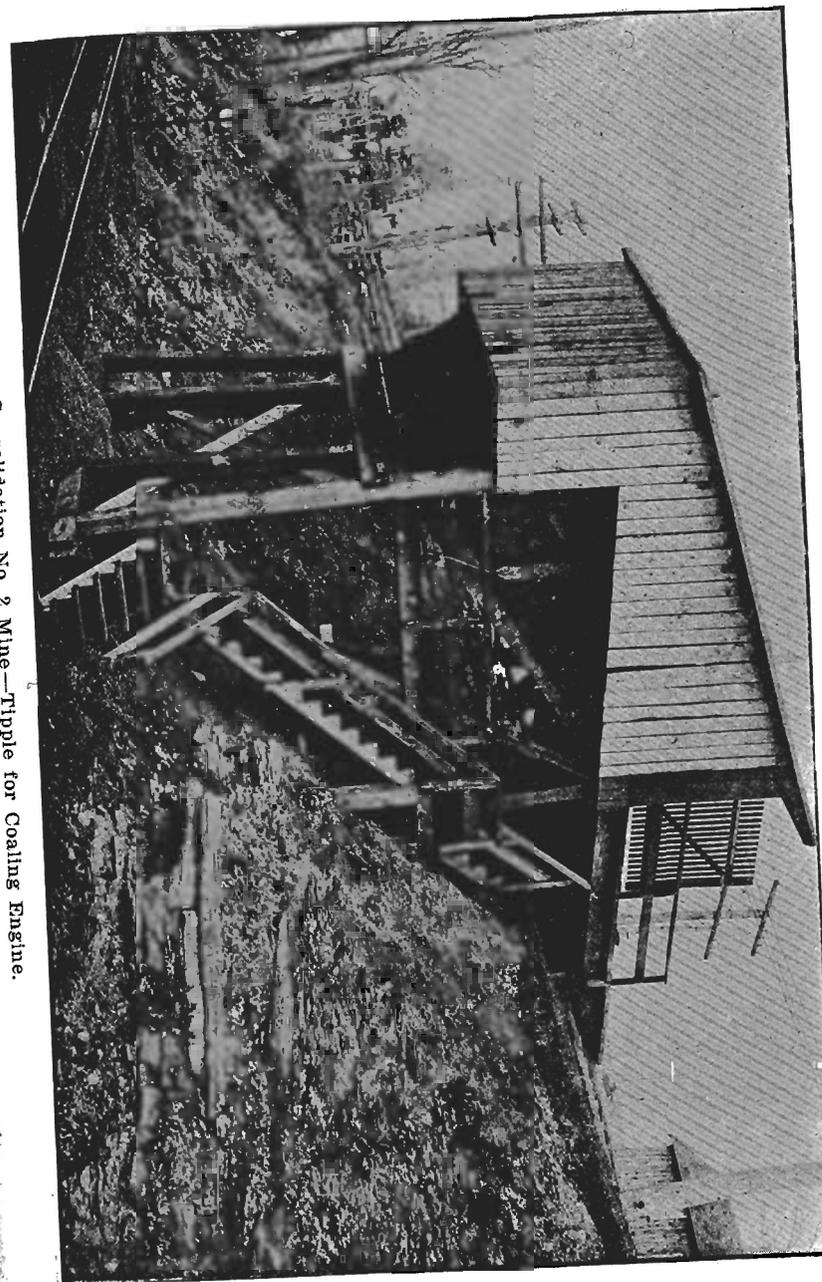
| Where Measured. | Cubic ft. Air per M. | No. of Emploees. | Air Per Man. |
|--------------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 47,680 | 37 | 1288 |
| Intake to 1st left..... | 9,750 | 15 | 650 |
| Intake to 2nd left..... | 9,400 | 6 | 1566 |
| Intake to 3rd right..... | 6,400 | 16 | 400 |
| Outlet at mouth..... | 18,000 | | |

Washington No. 5.

W. E. Brown, Superintendent. John Machin, Mine Foreman.
Mat. O'Rourke, Assistant.

Washington No. 5 is located on the west side of the George's Creek, near Franklin, and has five openings, working the Bakerstown or Barton 4-foot and is the second largest opening operated by the Piedmont and George's Creek Coal Company. The mine is reached by an inclined plane 2250 feet long over which the coal is lowered to the tipple and shipped over the C. & P. railroad. During the year this mine employed 98 persons and produced 58,440 tons of coal, showing an increase of 4,169 over 1909.

Consolidation No. 2 Mine—Tipple for Coaling Engine.



During the year this company made two new openings about a half mile north of the head of the plane. These openings are reached by a tramroad, over which the coal is hauled by electric motors to the plane. A new electric fan was installed at F. & G. opening during the year. The following is an average inspection during the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|---------------------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 28,600 | 49 | 583 |
| Intake to 1st right..... | 10,400 | 13 | 800 |
| Intake to 2nd right..... | 7,400 | 14 | 528 |
| Intake to 3rd right..... | 4,000 | 14 | 205 |
| Intake to straight heading..... | 2,560 | 4 | 640 |
| Outlet at mouth..... | 17,850 | | |

NEW YORK MINING COMPANY.

W. L. Hamilton, Superintendent.

James Aldon, Assistant.

The New York Mining Company is operating four openings in the Big Vein and Tyson seam of coal on the east and west side of Jennings run, near Allegheny. During the year this company employed 463 men and boys and produced 220,163 tons of coal, an increase of 56,026 tons above the year 1909. During the year electric haulage was installed at No. 1. For haulage and mining the power is secured from No. 2 electric plant. Rack rail and trolley combination of motor is used for haulage.

Union No. 1, Big Vein.

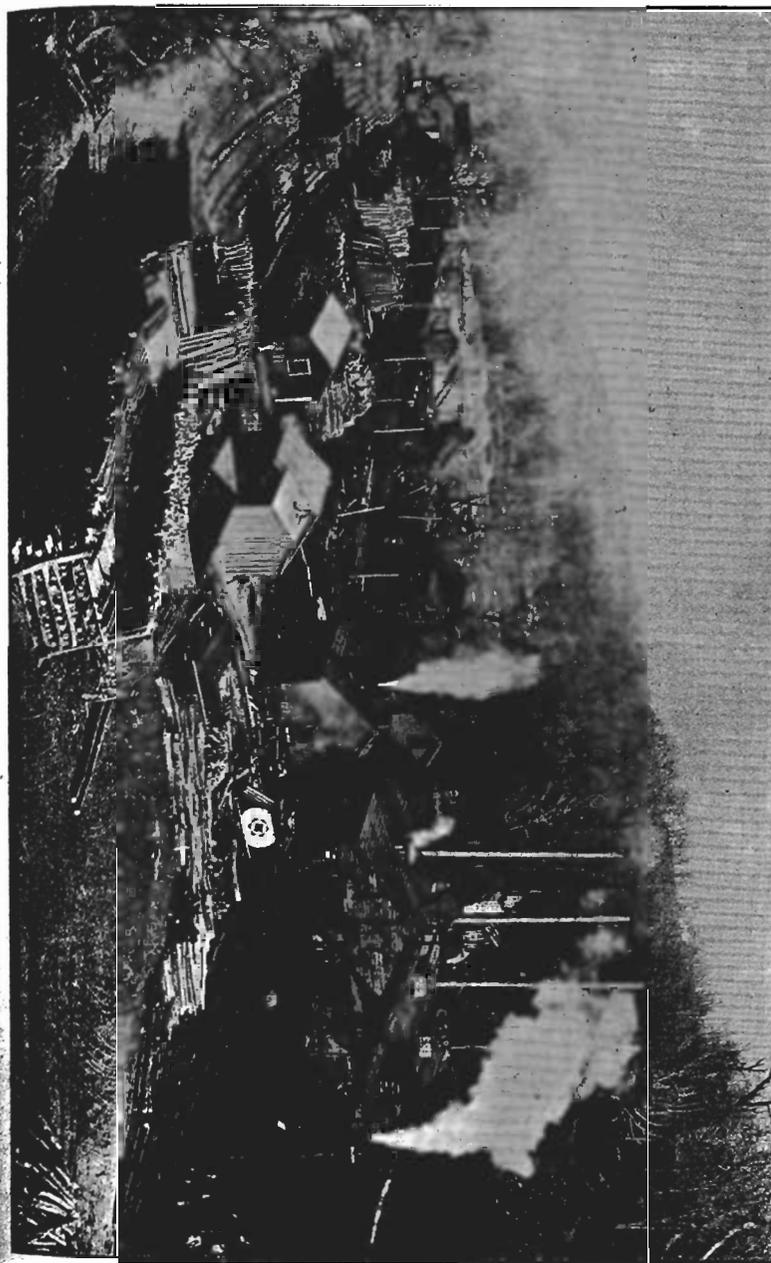
W. L. Hamilton, Superintendent.

John Casey, Mine Foreman.

Union No. 1, operated by the New York Mining Company, is located on the west side of Jennings run, on a short branch of the C. & P. railroad, near Allegheny, where they have a drift opening working the Pittsburgh of Big Vein coal. The formation of the coal in this section of the region differs greatly from other sections. The coal is about eight foot thick, with a heavy rock or shale parting in the breast, which makes mining more difficult for both miner and operator. The miner handles this rock without recompense, and the operator employes a large force of men at the tippie in order to clean the coal and place it in a marketable condition. During the year electric haulage and mining machines were installed. One electric rack rail and trolley combination of motor and one Sullivan electric chain mining machine is used. The mine is ventilated by a fan, and worked on the double entry room and pillar system. At some inspections I have made at this mine I have found the ventilation in bad shape from carelessness on the part of the management. There is no reason why this mine should be found in this condition at any inspection if the proper care were given it. The following is an average inspection during the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|---------------------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 56,700 | 44 | 1288 |
| Intake to fan heading..... | 4,400 | 10 | 440 |
| Intake to 1st right..... | 4,960 | 10 | 496 |
| Intake to 2nd right..... | 4,300 | 5 | 860 |
| Intake to 3rd right..... | 4,300 | 5 | 860 |
| Outlet of straight heading..... | 2,160 | 8 | 270 |
| Intake to 5th left..... | 1,600 | 2 | 800 |
| Outlet at mouth..... | 19,000 | | |

Consolidation No. 3 Mine—General View of Plant at Hoffman.



Union No. 1, Tyson.

W. L. Hamilton, Superintendent.

John Casey, Mine Foreman.

Union No. 7, Tyson, is located a short distance north of No. 1 Big Vein, on the west side of Jennings run, near Allegheny. The mine is ventilated by natural means and haulage by small mules from the mine to a plane, where it is lowered and taken through No. 1 Big Vein to a separate tippie and shipped over the C. & P. railroad. At several inspections I have made at this mine I was compelled to stop several places on account of ventilation. The mine is worked on a good system and it would be an easy matter to keep it in good condition, if the brattice work was looked after by the management. More attention should be paid by the mine foreman to brattice work and ventilation kept nearer the working places. The question of working small vein mines in this section depends greatly on the management of the mine. If ventilation and drainage is looked after very little trouble will be experienced in getting miners to work the small veins. The coal at No. 1 is about 2½ foot thick and of a good quality, and there is no reason why No. 1 Tyson should not be kept in a better condition, and worked more extensively than it is. The following is an average inspection for the year:

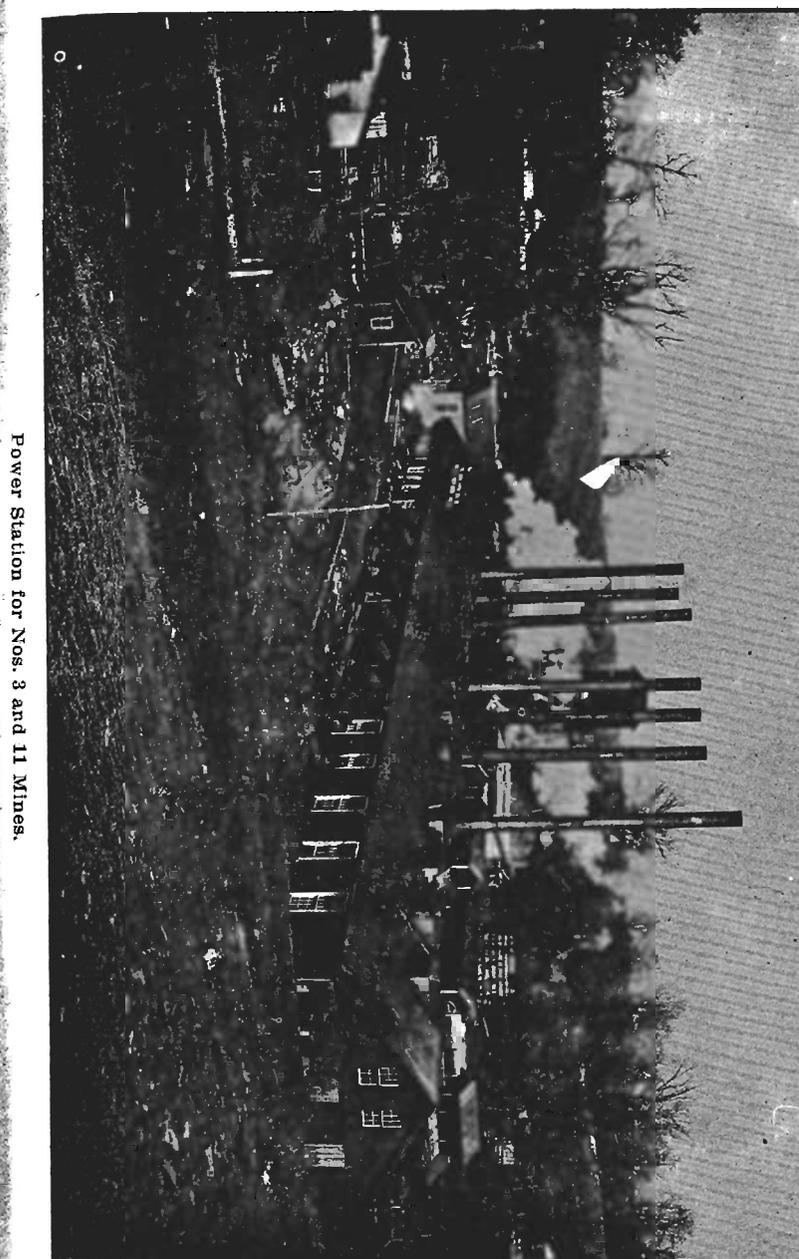
| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|----------------------|-------------------------|---------------------|-----------------|
| Intake at mouth..... | 2,400 | 12 | 200 |
| Return to shaft..... | 2,900 | | |

Union No. 8, Big Vein.

Wm. L. Hamilton, Superintendent.
James Aldon, Assistant.John Hannon, Assistant.
John Tipping, Assistant.

Union No. 2 mine, operated by the New York Mining Company, is located on the east side of Jennings Run, and about two miles northeast of Frostburg. The coal mined is the Big Vein, about 8 feet thick with a seam of rock between the two benches. No. 2 is the largest mine operated by the New York Mining Company, and is a double drift opening, ventilated by natural means and fan, and is practically all pillar or re-treating work. The coal is mined by pick and taken to the main haulage road and then taken to tippie by a third rail electric motor, and shipped over the C. & P. railroad. No. 2 being in the northeastern section of the Big Vein, where the coal lies in a much disturbed condition, which makes mining very difficult. A heavy rock 15 to 18 inches thick formed in the breast coal. This must be removed and handled by the miner, for which he receives no pay, and causes a great amount of extra labor. The mine is in about the same condition as at my last report, no improvements made to any extent. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|-----------------------------|-------------------------|---------------------|-----------------|
| Intake at 9th right..... | 45,180 | 144 | 313 |
| Intake to 9th right..... | 2,100 | 6 | 350 |
| Intake to 5th left..... | 6,400 | 19 | 389 |
| Outlet to 4th left..... | 12,000 | 34 | 302 |
| Intake to 3rd left..... | 8,000 | 20 | 400 |
| Intake to Carlo..... | 4,500 | 16 | 281 |
| Intake to Jenkins..... | 5,400 | 36 | 150 |
| Intake to Short..... | 4,500 | 13 | 346 |
| Outlet at different places. | | | |



Power Station for Nos. 3 and 11 Mines.

Union No. 2, Tyson.

W. L. Hamilton, Superintendent.
James Aldon, Assistant.

John Hannon, Mine Foreman.

Union Mine No. 8 Tyson is located on the east side of Jennings' Run, a short distance above No. 2 Big Vein. I have made three inspections of this mine and at no time have I found enough men employed to bring it under the mining law. The mine has been idle for several years and has been reopened during the year. The mine is in bad condition and will require some little time and expense to place it in the proper condition. The shooting down of top rock, the clearance on the side have been very much neglected, and there is no reasonable excuse for it not being done in the first place. The mine is ventilated and the ventilation would be good if proper methods were taken to place it near the working places.

UNION MINING COMPANY.

W. L. Hamilton, Superintendent.

This Company has three openings located near Frostburg, working the Big Vein. During the year they employed 140 men and produced 123,960 tons of coal, showing an increase of 4091 tons above the year 1909. The mines are composed of old works which were abandoned several years ago. In recent years the Union Mining Company reopened these abandoned places and have been very successful and recovered a large percentage of coal and employing a good number of men.

Union Mine.

W. L. Hamilton, Superintendent.
Jas. Aldon, Assistant.

Jas. Minnick, Mine Foreman.

Union Mine is a drift opening, located a short distance north-east of Frostburg, working the Big Vein, and was one of the earliest openings in the region. During the year places were concentrated and very few men were employed, who worked along very steady, until December 22nd, when Union Mine worked her last day, with the exception of a few men in the old workings, near the mouth of the mines. This was one of the best mines in the region to work in, being near Frostburg, making it convenient to work in. It was ventilated by an outlet from Eckhart fan.

New Hope Slope.

Jas. Minnick, Mine Foreman.

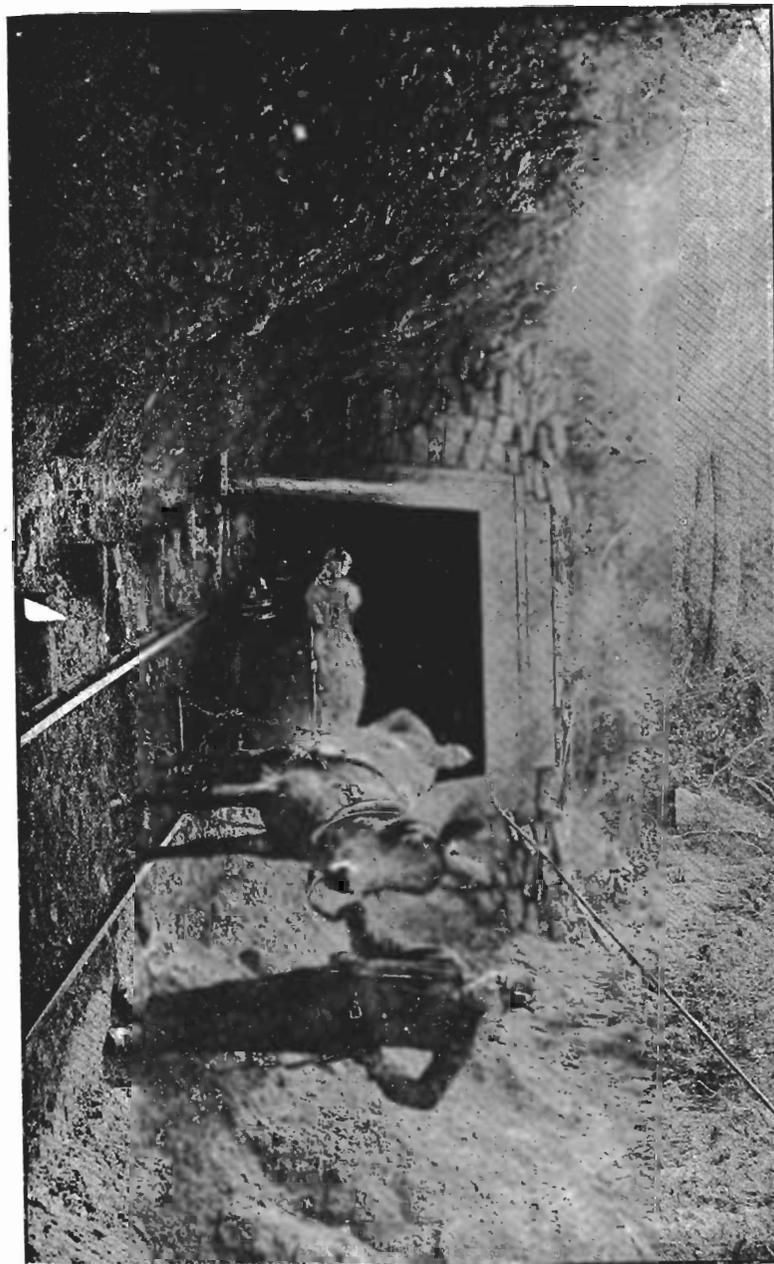
This mine is operated by the Union Mining Company, and is a slope working the Big Vein. This Company leased a large tract of coal from the Consolidation Coal Company, adjoining the drift. The mine is composed of old workings and from present indications a large percentage of this coal will be recovered. The mine is ventilated by the Eckhart fan, the slope being an outlet for the fan. The conditions of the mine are generally good. Drainage in sections of the mine is a source of much trouble. Gasoline pumps are used to drain the mines. The coal is pulled from the mine to the tippie by a stationary engine and dumped and shipped on the C. & P. railroad.

Clifton Mine.

Jas. Minnick, Mine Foreman.

Clifton Mine, operated by the Union Mining Company, is a drift opening, working the Big Vein, and, like New Mope slope, is practically all old works. This mine was opened in 1909, and a large percentage of

Consolidation No. 5 Mine—Mule Hauling Cars Out of Mine.



coal was taken out. While the greatest portion of this coal is near the outcrops yet it is as black as any coal shipped from the region. Ventilation is by natural means and is generally good. The coal is pulled to the tipple, where the coal from the three mines is dumped and shipped over the C. & P. railroad. Air holes are driven to the surface for ventilation.

GEORGE'S CREEK COAL COMPANY.

John R. Hamilton, General Manager.

The George's Creek Coal and Iron Company has changed hands and the corporation now owning it, though operating under a different name, is sure to make it one of the leading producers of Allegany county. Under the new management they have gone to work and renovated the mines, making new openings in the Big Vein from which they will recover a large territory of coal. A new tipple erected from which a new tram road was built to No. 16 Tyson mine, over which the coal is hauled from No. 16 by a new ten-ton electric motor. During the year they operated eight openings and employed 201 men and produced 173,784 tons of coal, an increase of 13,508 tons more than the year 1909.

On the third day of March, 1911, Mr. Robert Somerville, the general manager of the George's Creek Coal Company, and one of the most popular mining men of the State, died at his home in Lonaconing. The Colonel, as he was familiarly known, was one of the most public-spirited men in this section. He was very generous and possessed a noble disposition, which made him many friends, and his sudden death was a severe blow to the social and commercial life of Lonaconing, and to the entire mining region. Mr. Somerville was succeeded by Mr. John Hamilton as general manager of the George's Creek Coal Company.

No. 1, Cutter.

Robt. L. Somerville, Superintendent. Nathaniel Somerville, Mine Foreman.

No. 1, Cutter, Mine, operated by the George's Creek Coal Company, is located on the west side of the George's creek, near Lonaconing. The opening is a drift and connects with No. 1 on the right. The coal from this opening is taken to a new tipple erected and shipped on the George's Creek and Cumberland railroad. Other coal taken from No. 1, Cutter, is shipped on the C. & P. railroad. The No. 1, Cutter, mine is one of the earlier openings of the region, and, like other Big Vein mines, is practically all pillar or retreat work, and surrounded by quite a large territory of old works, and with the present number of men and good management No. 1, Cutter, will be good for several years yet. The mine, as a rule, is in good condition. It is ventilated by an exhaust fan. The haulage by horses and rope. The drainage by pumps. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------|-------------------------|----------------------|-----------------|
| Intake at mouth..... | 11,800 | 65 | 181 |
| Intake to right side..... | 4,200 | 26 | 163 |
| Intake to left side..... | 4,800 | 29 | 165 |
| Intake to No. 2..... | 6,840 | 10 | 683 |
| Return to fan..... | 19,000 | | |

Ventilation, Haulage, Improvements, Etc., in Coal and Fire Clay Mines in Allegany and Garrett Counties.

| Name of Company | Name of Mine | Character of Opening | Mode of Ventilation | Kind of Haulage | Number and Kind of Mining Machines | Improvements during the year 1910 |
|-----------------|------------------------|-----------------------|--------------------------|--|------------------------------------|---|
| ..... | Mine No. 1..... | Slope..... | Fan..... | Air motors, rope, horses and mules..... | None | Haulage ways retimbered, several concrete overcasts, side tracks and general condition of mine improved |
| ..... | Mine No. 2..... | Drift..... | Fan..... | Mules..... | None | General improvements |
| ..... | Mine No. 3..... | Slope..... | Fan..... | Air motors, rope, horses and mules..... | None | Rope haulage installed from tippie to mouth of slope. General condition of mine improved |
| ..... | Mine No. 4..... | Slope..... | Fan..... | Electric rope and horses..... | None | General improvements |
| ..... | Mine No. 5..... | 2 Drifts..... | 1 Fan and 1 Furnace..... | Locomotive and mules..... | None | New stationary engine, rope haulage, new engine house and general conditions improved |
| ..... | Mine No. 6..... | Slope..... | Fan..... | Rope and mules..... | None | General improvements |
| ..... | Mine No. 7..... | 2 Slopes..... | Fan..... | Rope, horses and mules..... | None | Stationary engine, rope haulage, new haulage road and general condition of mine improved |
| ..... | Mine No. 8..... | Drift..... | Fan..... | Rope and horses..... | None | Overcasts and several brattices built |
| ..... | Mine No. 9..... | Drifts..... | Fan..... | Electric motor and mules..... | None | Electric and rope haulage installed; ventilation and general conditions improved |
| ..... | Mine No. 10..... | Drift..... | Fan..... | Electric motor, mules and rope..... | None | Coal Shute completed from No. 11 to No. 3 Mine, new scales and several overcasts built |
| ..... | Mine No. 11..... | Drift..... | Fan..... | Mules..... | None | General improvements |
| ..... | Washington No. 1..... | 2 Drifts..... | Fan and Natural..... | Horses..... | None | Haulage way extended, with side tracks and general improvements |
| ..... | Washington No. 2..... | Drift..... | Fan..... | Electric motors and mules..... | None | Worked out |
| ..... | Washington No. 3..... | Drift..... | Fan..... | Mules..... | None | General improvements |
| ..... | Washington No. 4..... | Drift..... | Fan..... | Mules..... | None | Three new openings in the Four Foot, a tram road 1800 ft. long, a direct connected electric fan at F. & G. Mine |
| ..... | Washington No. 5..... | Drifts..... | Fan..... | Electric motors and mules..... | None | |
| ..... | Washington No. 6..... | Drift..... | Fan..... | Mules..... | None | |
| ..... | Union No. 1..... | Drift..... | Fan..... | Electric motor and horses..... | None | Electric haulage installed |
| ..... | No. 1 Tyson..... | Drift..... | Natural..... | Mules..... | None | Plane improved |
| ..... | Union No. 2..... | Drift..... | Fan..... | Electric motors and horses..... | None | Overcast built |
| ..... | No. 2 Tyson..... | Drift..... | Natural..... | Mules..... | None | General improvements |
| ..... | Cutler..... | Drifts..... | Fan..... | Rope and horses..... | None | One new opening connected with Cutter mine, new tippie built for new mine and Tyson No. 16 |
| ..... | No. 12, 13 & 14..... | Drifts..... | Natural..... | Horses..... | None | No. 12 reopened during year |
| ..... | No. 16..... | Drift..... | Fan..... | Electric motors and mules..... | None | Two thousand feet of tramroad, several side tracks, new ten ton electric motor |
| ..... | Kingsland..... | Drifts..... | Natural..... | Locomotive and Horses..... | None | Several new openings made during the year for crop coal and tram road extended |
| ..... | Tyson..... | Drift..... | Fan..... | Horses and plane..... | None | Reopened during the year |
| ..... | Calidonia..... | Drifts..... | Natural..... | Locomotive and horses..... | None | General improvements |
| ..... | Koontz No. 1..... | Drifts..... | Fan and Natural..... | Rope and horse and plane..... | None | No. 1 worked out |
| ..... | Koontz No. 2..... | Drift..... | Fan..... | Rope and mules and plane..... | None | General improvements |
| ..... | Big Vein..... | Drifts..... | Natural..... | Horses..... | None | General improvements |
| ..... | Parker & Bond..... | Drifts and Slope..... | Fan and Natural..... | Electric motor and mules..... | 3 Electric Sullivan Chain Machines | 20 houses erected, new slope opened near Parker and general condition of mine improved |
| ..... | Pine City..... | Drift..... | Fan..... | Rope and mules..... | None | New stationary engine with rope haulage installed. Closed up June 18 h, 1910 |
| ..... | Enterprise..... | 2 Slopes..... | Fan..... | Rope and horses..... | None | General improvements |
| ..... | Trimble..... | Drift..... | Natural..... | Mules..... | None | General improvements |
| ..... | Union Mines..... | Drifts and Slope..... | Fan and Natural..... | Rope and horses..... | None | General Improvements |
| ..... | Carlos..... | Slope..... | Fan..... | Rope and horses..... | None | General improvements |
| ..... | Montell..... | Drift..... | Natural..... | Rope and mules..... | 2 Ingersoll Air Punchers..... | |
| ..... | Pekin..... | Drifts..... | Natural..... | Locomotive and horses..... | None | One new opening made in crop coal |
| ..... | Swanton..... | Drifts..... | Fan and Natural..... | Mules and gravity planes..... | None | Fan installed at Four Foot Mine |
| ..... | Phoenix & Elkhart..... | Drifts..... | Furnace and Natural..... | Mules and gravity planes..... | None | |
| ..... | Moscow No. 3..... | Drift..... | Fan..... | Mules..... | None | General improvements during year 1910 |
| ..... | Potomac..... | Drifts..... | Fan..... | Locomotive and Mule..... | None | Practically idle |
| ..... | Buxton..... | Drift..... | Fans..... | Stationary air engines, mules and plane..... | None | General improvements |
| ..... | Borden..... | Drift..... | Natural..... | Horsset and gravity plane..... | None | One new opening |
| ..... | Penn..... | Drifts..... | Fan..... | Mules and gravity plane..... | None | Practically idle |
| ..... | Bowery..... | Drifts..... | Natural..... | Horses and mules..... | None | None |
| ..... | Moscow No. 1..... | Drift..... | Fan..... | Mules..... | None | Reopened during year. General improvements |
| ..... | Trotter Run..... | Drifts..... | Fan and Natural..... | Ponies..... | None | Prospecting, new fan and air compressor and boiler huuse |
| ..... | No. 1..... | Drift..... | Fan..... | Mules..... | None | New opening with modern improvements |
| ..... | Reynolds..... | Drift..... | Fan..... | Mules..... | None | None |
| ..... | No. 2..... | Drift..... | Natural..... | Mules..... | None | None |
| ..... | Etna..... | Drift..... | Natural..... | Mules..... | None | New opening, scales, outbuilding and plane |
| ..... | Barnard..... | Drift..... | Natural..... | Horses..... | None | New opening |
| ..... | Midlothian..... | Drift..... | Natural..... | Horses..... | None | None |
| ..... | Brodes..... | Drift..... | Natural..... | Horses..... | None | None |
| ..... | Bald Knob..... | Drift..... | Natural..... | Horses..... | None | None |
| ..... | Millers..... | Drift..... | Natural..... | Horses..... | None | None |
| ..... | Greenes..... | Drift..... | Natural..... | Horses..... | None | None |
| ..... | Barnes..... | Drift..... | Natural..... | Horses..... | None | None |

VENTILATION, HAULAGE AND IMPROVEMENTS IN LOCAL MINES IN GARRETT COUNTY.

| | | | | | | |
|------------------------------------|----------------------|-------------|----------------------|--|------|--|
| G. C. Pattison Coal Co..... | Pattisons..... | Drifts..... | Fan and Natural..... | Horses and Mules..... | None | None |
| Bloomington Coal Co..... | Bloomington..... | Drifts..... | Fan..... | Ponies..... | None | General improvemnt |
| Blaine Mining Co..... | Dill 1 & 2..... | Drifts..... | Fan and Furnace..... | Electric motors, horses and tramroad locomotive..... | None | Twelve double block houses and general condition of mine improved |
| Garrett County Coal Mining Co..... | Dodson 1, 2 & 3..... | Drifts..... | Fan..... | Mules, rope and gravity planes..... | None | 18 new houses erected for employees, club house, bowling alley, pool and lodge room and dance hall |
| Potomac Valley Coal Co..... | Darwin 1, 2 & 3..... | Drifts..... | Fan..... | Mules and gravity plane..... | None | Ventilation and general condition of mine improved |
| Three Forks Coal Co..... | Chaffee..... | Drift..... | Fan..... | Rope and mules..... | None | New stationary engine and rope installed. New houses erected for employees |
| Upper Potomac Coal Co..... | No. 7..... | Drift..... | Fan..... | Locomotive and mules..... | None | Idle during year |
| Monroe Coal Mining Co..... | No. 1 & 2..... | Drifts..... | Fan..... | Mules and gravity plane..... | None | Main haulage and side heading track improved, gasoline motor installed, side tracks made nearer working places |
| Brainard Coal Co..... | Stoyer..... | Drift..... | Fan..... | Mules..... | None | Mine reopened during year |
| S. H. Jordan Coal Co..... | Glade Run..... | Slope..... | Natural..... | Mules and rope..... | None | Mine reopened during year |
| Guthall & Gates Coal Co..... | Nethkin..... | Drift..... | Natural..... | Mules..... | None | Mine reopened during year |

VENTILATION, HAULAGE AND IMPROVEMENTS IN FIRE CLAY MINES IN ALLEGANY COUNTY.

| | | | | | | |
|--|------------------------|-------------|----------------------|--|------|------------------------|
| Union Mining Co..... | No. 5, 6, 7 and 8..... | Drifts..... | Fan and Natural..... | Mules, plane and tramway locomotive..... | None | None |
| Savage Mountain Fire Brick Co..... | No. 5..... | Drift..... | Natural..... | Mules and wagons..... | None | Haulage roads improved |
| Big Savage Mountain Fire Brick Co..... | No. 1 and 2..... | Drifts..... | Natural..... | Mules and stationary wagons..... | None | None |
| Andrew Ramsy Corporation..... | No. 1..... | Drift..... | Natural..... | Mules and gravity plane..... | None | New plane machinery |

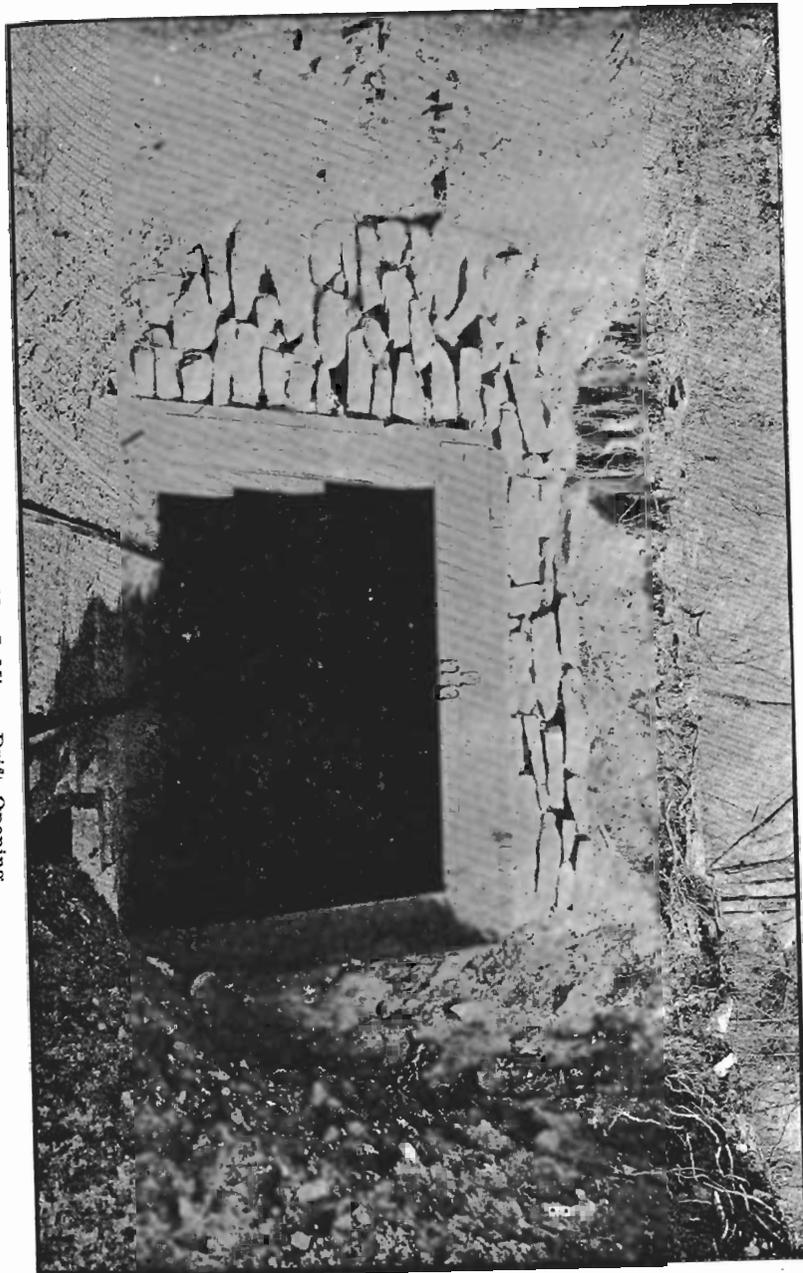
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Consolidation No. 5 Mine—Drift Opening.

No. 12.

David Dunn, Mine Foreman.

No. 12 Mine, operated by the George's Creek Coal Company, is a small opening working the crop coal on the east side of the George's creek, near Gilmore, and ships on the George's Creek and Cumberland railroad. The mine, as a rule, worked very little during the year and employs but a small number of men. The mine is reached by a long plane and is ventilated by natural means, air holes driven to the surface for ventilation. The coal is confined to a small territory and No. 12 will not last a great while. The conditions are always good.

No. 13, Hollyrood.

David Dunn, Mine Foreman.

No. 13, Hollyrood Mine, operated by the George's Creek Coal Company, is a small operation on the east side of the George's creek, near Lonaconing, working the Pittsburg or Big Vein of coal. The coal lays in a narrow strip along the mountains. Air holes driven to the surface for ventilation. While at no time can there be a large number of men employed at this place, yet the amount of coal they can recover keeps a few men employed and working near home. The conditions of the mine are generally good. Coal is shipped on the George's Creek and Cumberland railroad.

No. 14, Stockett.

David Dunn, Mine Foreman.

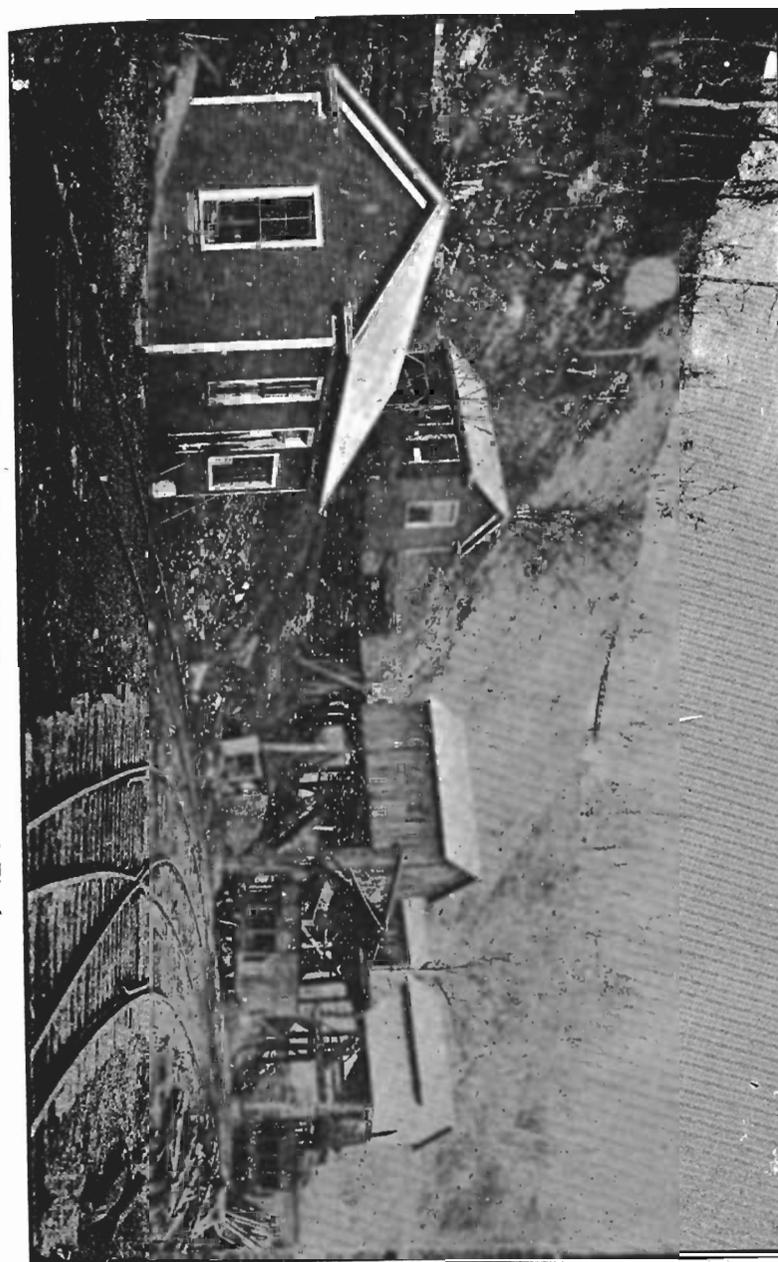
No. 14 Stockett Mine, operated by the George's Creek Coal Company, is a small operation on the west side of the George's Creek, one mile west of Lonaconing. A drift opening working a small strip of outcrop, adjoining the Koontz property. The mine is ventilated by natural means. Haulage by horses to the tipple and shipped on the Cumberland and George's Creek railroad. Conditions are good at the mine.

No. 16, Cooper Mine.

Douglas Somerville, Mine Foreman.

No. 16, Cooper, operated by the George's Creek Coal Company, is located on the west side of the George's creek, a short distance above No. 1, Cutter, Mine, and is a drift opening, working the Upper Sewickly or Tyscn vein of coal, and is one of the leading small vein mines in the county. It is gratifying to see how some small vein mines have been worked, and look at others and see how they have been neglected in many ways. This mine is up to the standard, well equipped with modern improvements and in general a large output can be had any time. The improvements at this mine were one new opening made for drainage and haulage, a tramroad 2,000 feet long leading from the tipple to the mine over which the coal is taken by a new ten-ton electric motor to a new cross-over tipple, erected on the George's Creek and Cumberland railroad, on which the coal is shipped. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|--------------------------|-------------------------|----------------------|-----------------|
| Intake at mouth..... | 24,820 | 64 | 354 |
| Intake to 1st right..... | 4,000 | 6 | 666 |
| Intake to 3rd right..... | 2,400 | 8 | 300 |
| Intake to 4th right..... | 2,000 | 12 | 177 |
| Intake to 2nd left..... | 3,000 | 10 | 300 |
| Intake to 3rd left..... | 3,600 | 11 | 327 |
| Intake to 4th left..... | 2,800 | 12 | 233 |
| Return to fan..... | 26,840 | | |



Consolidation Nos. 5 and 8 Mines—Offices and Tipples.

NEW CENTRAL COAL COMPANY.

The New Central Coal Company have a series of openings on the east and west side of the George's Creek, near Lonaconing, and ship on the George's Creek and Cumberland railroad. During the year this company employed 181 men and produced 100,592 tons of coal, showing a decrease of 10,777 tons under the year 1909. This, no doubt, was due to the scarcity of places in the Big Vein and a smaller number of men employed.

Koontz No. 1.

Duncan Sinclair, Superintendent. Wm. Thompson, Mine Foreman.

Koontz No. 1 Mine, operated by the New Central Coal Company, is located about a mile northwest of Lonaconing, and is a drift mine working the Big Vein. The tippie is on the west branch of the George's Creek and Cumberland railroad, over which the product is shipped. In connection with No. 1 there was several small openings made in a narrow strip of coal on the left side of No. 1, and from which there was a large amount of coal recovered and a source of which lengthened the life of No. 1. These openings with No. 1 have been worked out and abandoned during the year and will be very badly missed by the miners of Lonaconing, as it was always considered one of the best mines in the region to work in. The mine was ventilated by natural means and was generally good. Places working near the surface and making natural ventilation sufficient.

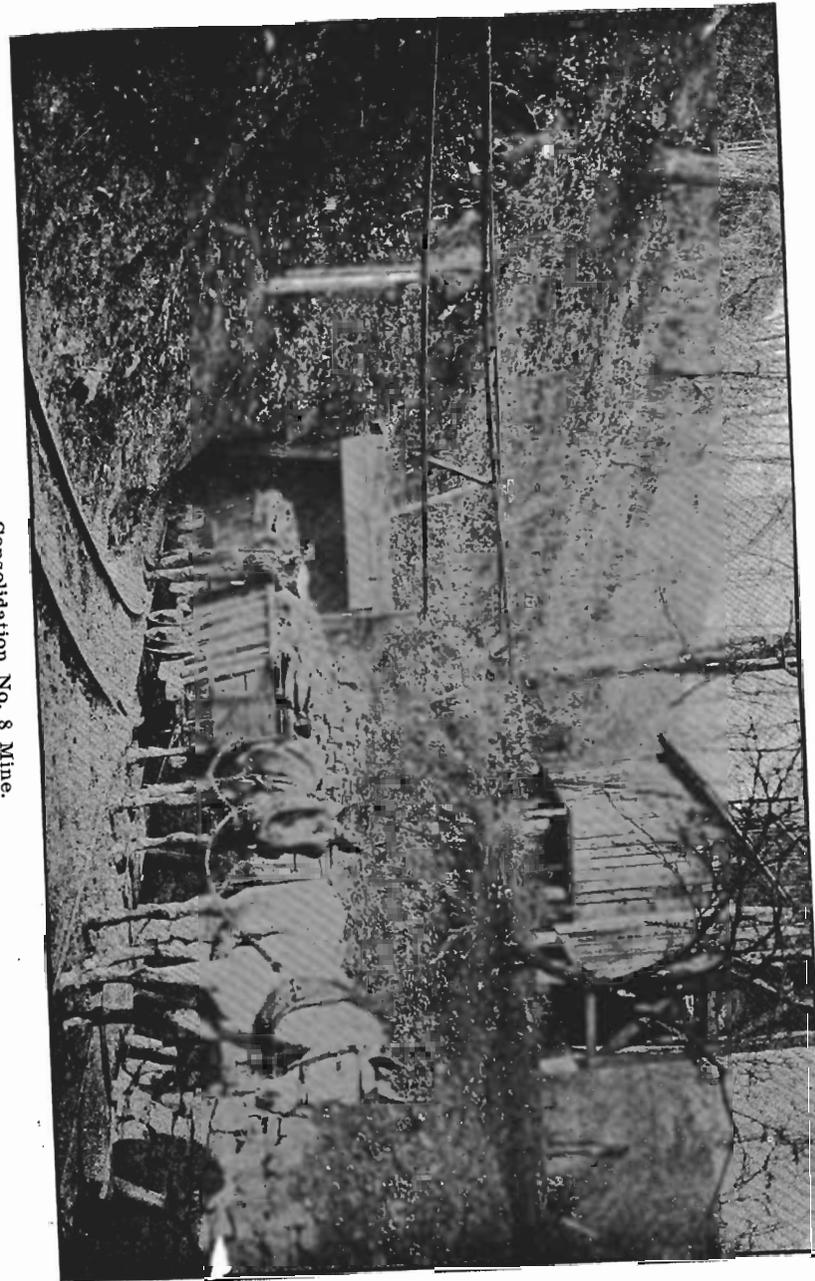
Tyson No. 2.

Wm. Thompson, Mine Foreman.

Tyson No. 2 Mine, operated by the New Central Coal Company, is located on the west side of the George's Creek, a short distance east of No. 1. It is a drift opening working the Tyson vein of coal, where it is in its most prominent condition, ranging from 3 to 4 feet in thickness. The mine appears like there was very little attention given it during its existence. The clearance on the side, a particular element of danger, exists in this mine. The attention of the management has been called several times to this condition, and some little work was done brushing down, but not enough to place it in its proper condition. In most cases and with very few exceptions, the miner driving a heading is paid yardage for shooting or brushing the top rock and sides. The manner in which this work was done was by placing a shot over the center of the track, shooting an arch out over the track, leaving the sides close and making it dangerous for drivers. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|---------------------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 18,900 | 79 | 255 |
| Intake to straight heading..... | 4,000 | 4 | 1000 |
| Intake to 1st. right..... | 5,200 | 12 | 433 |
| Intake to 2nd right..... | 4,800 | 32 | 150 |
| Intake to 3rd right..... | 4,500 | 10 | 450 |
| Outlet of Hill heading..... | 3,600 | 4 | 900 |
| Intake to 5th left..... | 3,500 | 12 | 291 |
| Outlet at mouth..... | 11,000 | | |

Consolidation No. 8 Mine.



Big Vein Nos. 1 and 2.

Wm. Thompson, Mine Foreman.

Big Vein Mines Nos. 1 and 2, operated by the New Central Coal Company, are located on the east side of the George's creek, near Lonaconing, and on the east branch of the George's Creek and Cumberland railroad, and have two drift openings working the Big Vein. They employ about thirty men. The mines are reached by a tramroad about one mile long on the right and left of the tipple, over which the coal is hauled by horses. At no time can there be a large force of men employed at these mines, yet there is a nice little lunch of coal yet to mine, and with the present force Big Vein Mine will last for severay years yet and mine as good coal as any place in the region. The coal lies near the outcrop and where it is convenient to drive holes to the surface for ventilation.

MARYLAND COAL COMPANY.

The Maryland Coal Company has changed hands and the corporation now owning it and operating under the same name are making many improvements around the mines. During the year they employed 58 men and produced 42,075 tons of coal and showing a decrease in the output of 26,033 tons under the preceding year 1909. This deficiency was caused by the closing of the Appleton and Kingsland mines, which were abandoned during the year.

Big Vein Mines.

E. R. Clayton, Superintendent.

R. T. Spears, Mine Foreman.

The big Vein Mines of the Maryland Coal Company are composed of a series of small openings on the west side of the George's creek, near Lonaconing, and ship on the George's Creek and Cumberland railroad. The openings are reached by a tram road on the right and left of the tipple, over which the coal is hauled by a small locomotive. Several openings were made and the tramroad extended during the year, and it is expected that a large amount of coal will be recovered. The openings are ventilated by natural means and conditions are as good as can be expected in this kind of works.

Tyson Mine.

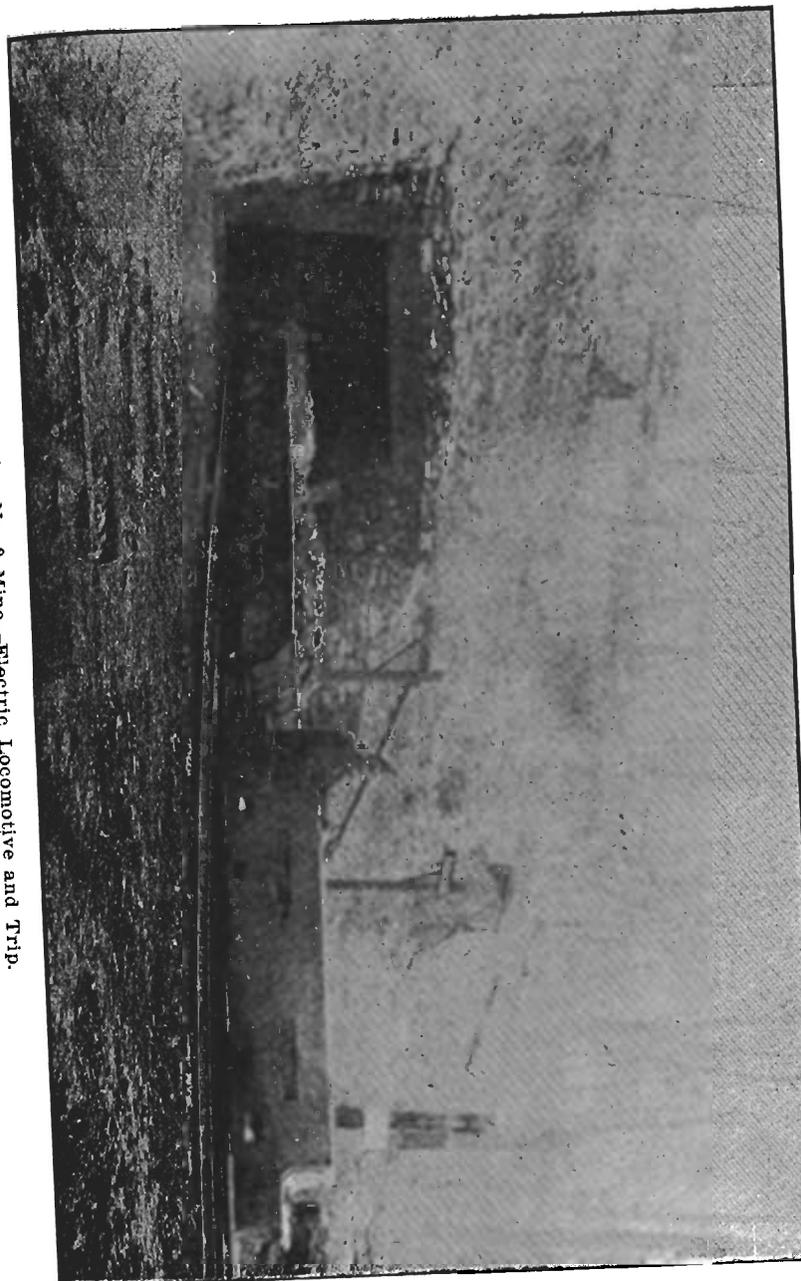
E. R. Clayton, Superintendent.

R. T. Spears, Mine Foreman.

Tyson Mine, operated by the Maryland Coal Company, is a drift opening, located direct above Kingsland Mine, and is reached by a short plane over which the coal is lowered to the tipple and shipped over the George's Creek and Cumberland railroad. This mine was practically idle for several years. It was reopened under the new management and will be worked more extensively in the future. It employs a small number of men at present, but it is the intention of the management to develop this mine more rapidly and make it one of the leading small vein mines in the county. It is ventilated by a 12-foot exhaust fan that supplies the mine with air. Drainage is natural. A new tipple was erected at the mine during the year. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|----------------------|-------------------------|----------------------|-----------------|
| Intake at mouth..... | 15,000 | 20 | 750 |
| Return to fan..... | 13,000 | | |

Consolidation No. 9 Mine—Electric Locomotive and Trip.



BARTON AND GEORGE'S CREEK VALLEY COAL CO.**Carlos Mine.**

Howard Hitchins, Superintendent.

Harry Hitchins, Mine Foreman.

Robert Duncan, Assistant.

Carlos Mine is located on the terminus, at Carlos, of the Cumberland and Pennsylvania railroad, over which the coal is shipped. The character of the opening is a slope working the Big Vein. During the year this company employed 158 persons and produced 163,808 tons of coal, showing a small decrease in the production of 1104 tons under the year 1909. This difference was caused by the smaller number of men employed and places getting more concentrated. The mine is in good condition, everything being done for the health and safety of those employed. The mine is ventilated by a fan, and drainage is through Mine No. 1 of the Consolidation Coal Company, to the drainage tunnel, which empties near Clarysville. The following is an average inspection for the year:

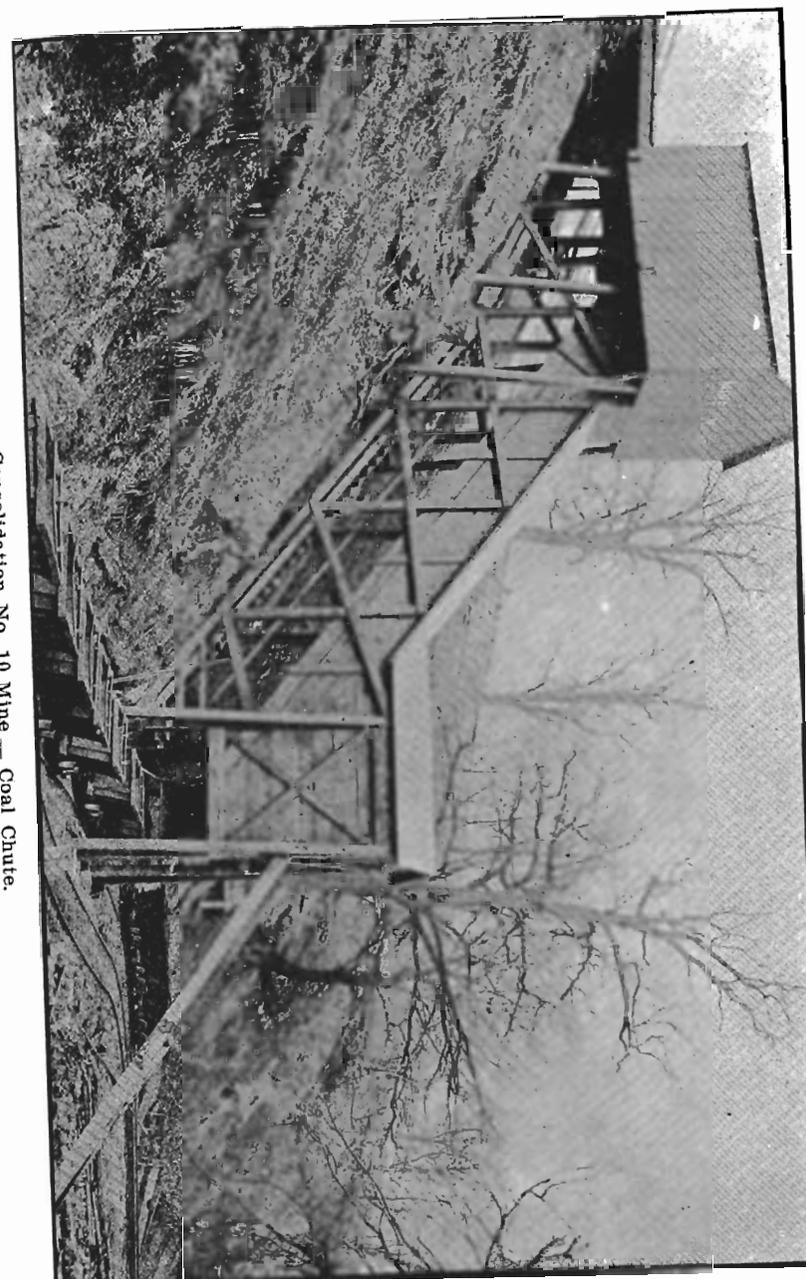
| Where Measured. | Cubic ft. Air per M. | No. of Empoyees. | Air Per Man. |
|----------------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 29,860 | 103 | 289 |
| Intake to 2nd right..... | 3,590 | 7 | 500 |
| Intake to 3rd right..... | 4,500 | 8 | 550 |
| Intake to 5th right..... | 5,160 | 15 | 344 |
| Intake to 6th right..... | 9,200 | 27 | 340 |
| Intake to Monahan's..... | 6,200 | 40 | 155 |
| Intake to new heading..... | 5,400 | 40 | 155 |
| Outlet at mouth..... | 25,200 | | |

H. AND W. A. HITCHINS COAL COMPANY.

Patrick Brophy, Superintendent and Mine Foreman.

Borden Mine, operated by the H. & W. A. Hutchins Coal Company, is located at Borden, a small mining town north of Frostburg, and is a drift opening working the Big Vein. This company has been skirmishing around for several years in all kind of old works, which have been worked out and abandoned. Several times yet it was reopened at different places, from which a large tonnage was received. During the year they employed 19 persons and produced 15,336 tons of coal against 19,463 tons for the year 1909, showing a decrease in the production of 4,127 tons for the year 1910. This decrease was the result of fewer places and the small number of men employed. The mine was ventilated by natural means and the general condition of the mine was good considering the kind of work. Borden, as it was called, worked her last day in February, 1911, and will be greatly missed by the people living at Borden. The following is an average inspection during the year:

| Where Measured. | Cubic ft. Air per M. | No. of Empoyees. | Air Per Man. |
|--------------------------|-------------------------|---------------------|-----------------|
| Intake at mouth..... | 4,800 | 20 | 240 |
| Outlet to old works..... | 2,800 | | |



Consolidation No. 10 Mine — Coal Chute.

POTOMAC COAL COMPANY.

Potomac Mine.

P. H. Gallagher, Superintendent and Mine Foreman.

The Potomac Mine, operated by the Potomac Coal Company, have four drift openings, working the Bakerstown or four foot, and are located on the east side of the George's creek, near Barton. The mine is reached by a short tramroad, over which the coal is hauled to the Potomac tipple and shipped on the C. & P. railroad. The Potomac mines were idle the greatest portion of the year and were temporarily abandoned June 20, 1910. During the year this compny employed 48 men and produced 7,765 tons of coal. The mine is ventilated by a fan. Drainage is natural. Haulage by small mules. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Emploees. | Air Per Man. |
|-----------------------------|-------------------------|---------------------|-----------------|
| Intake from fan..... | 27,360 | 50 | 547 |
| Outlet of 5th left..... | 4,950 | 10 | 495 |
| Outlet of 6th left..... | 1,500 | 9 | 495 |
| Outlet of 7th left..... | 1,300 | 7 | 185 |
| Intake to 8th left..... | 1,200 | 8 | 150 |
| Outlet of 9th left..... | 1,200 | 5 | 240 |
| Intake to No. 3..... | 6,900 | 7 | 985 |
| Outlet at different places. | | | |

AMERICAN COAL COMPANY.

Caledonia Mines.

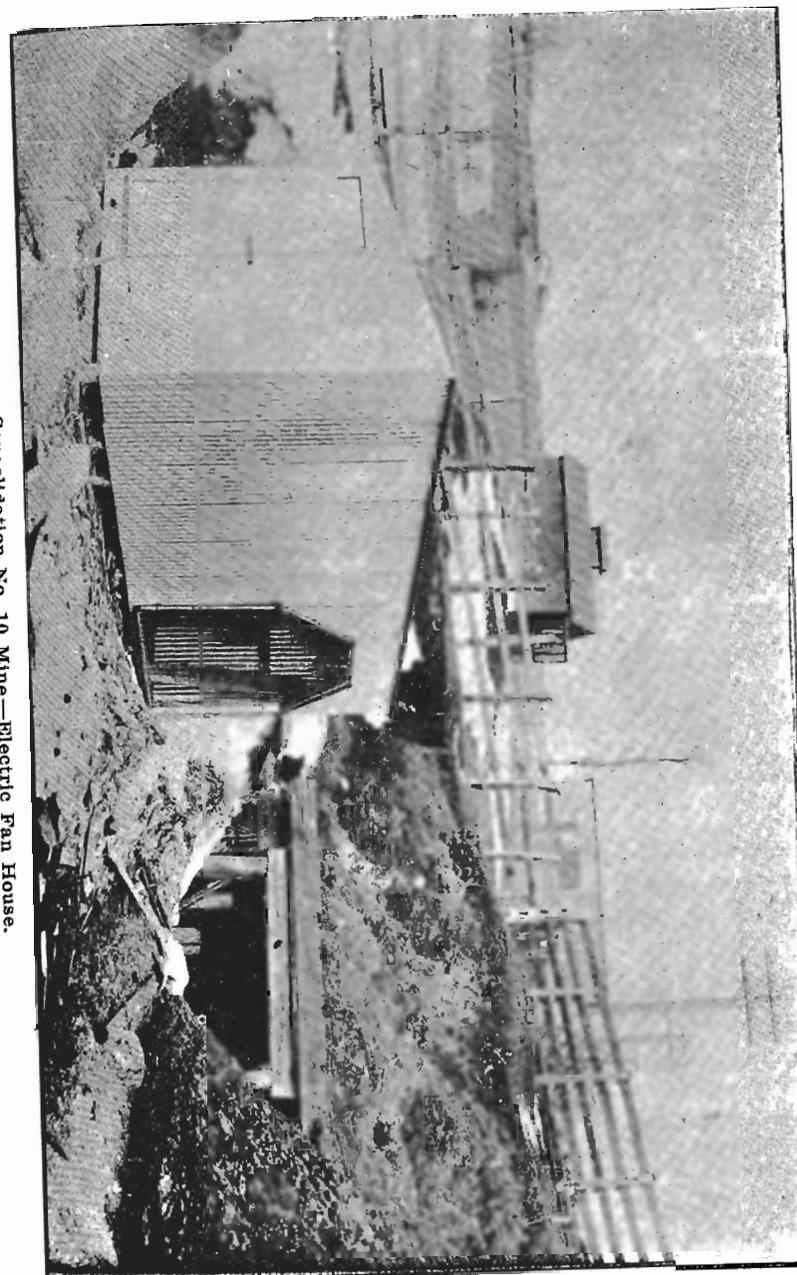
J. T. Dobbie, Superintendent.

Wm. Russel, Mine Foreman.

The American Coal Company are operating three drift openings in the Tyson vein of coal on the west side of the George's Creek, near Barton. Nos. 2 and 3 are reached by a long and short plane. No. 4 by a long and short plane and tramroad over which the coal is hauled by a small locomotive to the top of the plane, over which all the coal mined from the three openings is lowered to the tipple and shipped on the C. & P. railroad. During the year this company employed 50 persons and produced 22,876 tons of coal, showing a large decrease of 480,477 tons under the year 1909. These mines worked very little during the year. The greatest portion was idle. This seam of coal in this section of the region is at its greatest thickness, varying from 6 to 7 feet in thickness and of an excellent quality, and there is no reason why the mine should be laying idle. The mines are ventilated by natural means and conditions are generally good. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Emploees. | Air Per Man. |
|-----------------------|-------------------------|---------------------|-----------------|
| Intake to No. 1..... | 4,450 | 16 | 270 |
| Outlet No. 2..... | 3,800 | | |
| Intake to No. 4..... | 5,400 | 30 | 180 |
| Outlet at Jungle..... | 4,380 | | |

Consolidation No. 10 Mine—Electric Fan House.



MIDLAND MINING COMPANY.

The Midland Mining Company are operating two mines in this region. Enterprise located near Midland and Trimble near Mt. Savage. During the year 1910 they employed 48 men and produced 30,133 tons of coal, showing an increase in production of 16,423 tons more than the years 1909.

Enterprise Mine.

W. A. Somerville, Superintendent.

John Askey, Mine Foreman.

Enterprise Mine, operated by the Midland Mining Company, is the largest operation of this company and is located near Midland. It ships on the C. & P. railroad. The character of openings are two slopes, from which the coal is pulled to the surface by two stationary engines, and then taken over a tramroad to the tippie, where it is dumped and shipped over the Miller Branch of the C. & P. railroad. The Enterprise Mine is practically all old works and working under a lease from the Consolidation Coal Company. The mine, as a rule, is in good condition, considering this kind of works, but during periods of the year sections of the mine could not work on account of black damp. The mine is ventilated by a fan during summer and natural during winter months. The conditions are generally good. The drainage is a source of much trouble, the many breaks from the surface leaving large quantities of surface water into the mine and causing much expense and labor. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|----------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 11,000 | 24 | 458 |
| Outlet of lower slope..... | 5,900 | | |

Trimble Mine.

W. A. Somerville, Superintendent.

Frank Stohl, Mine Foreman.

Trimble Mine, operated by the Midland Mining Company, is located about a mile south of Mt. Savage, on the Trimble farm, and are working the Pittsburg or Big Vein. This coal varies in thickness, running from 4 to 6 feet and is in a much disturbed condition, showing many rock faults, very often cutting the coal entirely out. The mine is ventilated by natural means. Mules are used for haulage from the mine and over a tramroad to head of plane, where it is lowered to the tippie and shipped on the C. & P. railroad. This is a small operation, employing a small number of men. The conditions are generally good. Air readings would indicate no condition of the mine.

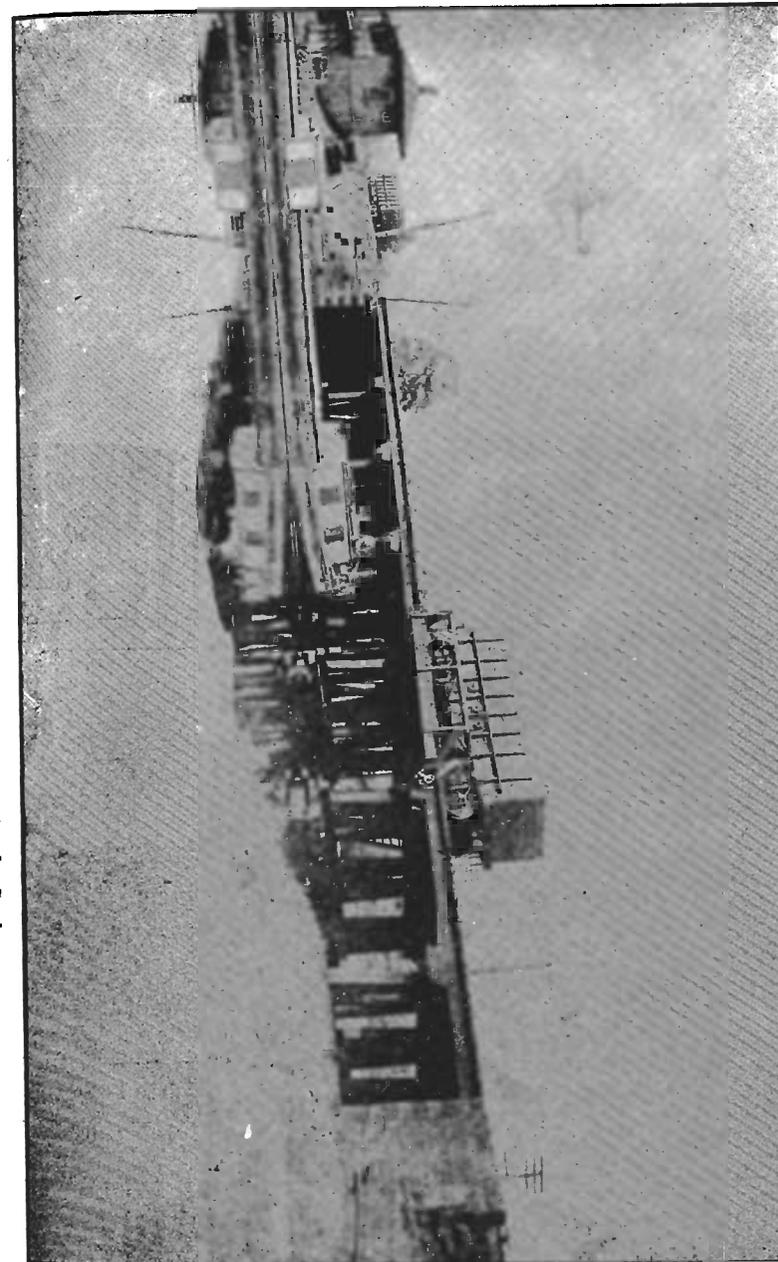
MOSCOW GEORGE'S CREEK COAL COMPANY.

Moscow No. 3.

W. A. Somerville, Superintendent.

Edward Brennan, Mine Foreman.

Moscow No. 3 is located on the west side of the George's creek, near Barton, and is working the Bakerstown or Barton 4-foot seam of coal. The mine is ventilated by a fan. Haulage by mules. In connection with No. 3 this company is working a few men prospecting in the old Pickell Mine, on the west side of the George's creek, which is known as Moscow No. 2. During the year this company employed 38 men and produced 17,991 tons of coal, an increase of 8,561 tons above the year 1909. The con-



C. & O. Canal Wharf—Dumping George's Creek Coal.

dition of Mine No. 3 is fairly good. There is one particular that has been neglected in this mine. I refer to the clearance on the side. This condition was found to exist in a number of small vein mines in the region, and is a dangerous proposition for drivers. This condition has been eliminated to a certain extent, but yet there remains room for improvement. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 18,800 | 40 | 470 |
| Outlet of 2nd left..... | 3,500 | 18 | 194 |
| Outlet of straight heading..... | 2,800 | 18 | 155 |
| Outlet at mouth..... | 17,200 | | |

CHAPMAN COAL COMPANY.

Swanton Mines.

John D. Frenzel, Superintendent and Mine Foreman.

The Swanton Mines, operated by the Chapman Coal Company, are drift openings, working Big Vein, Tyson and Bakerstown or Barton 4-foot, and are located on the west side of the George's creek. During the year 1910 this company employed 77 men and produced 42,200 tons of coal, showing an increase in production of 27,200 tons over the preceding year 1909.

Swanton Big Vein Mine.

John D. Frenzel, Mine Foreman.

This mine is located about two miles north of Barton and is reached by three planes, over which the coal is taken to the tipple and shipped over the C. & P. railroad. The coal mined is the outcrop of the old Swanton, and is confined to a small strip on the north side of the mountain. It is ventilated by natural means and is generally good. The mine has been idle the greater portion of the year.

Swanton Tyson.

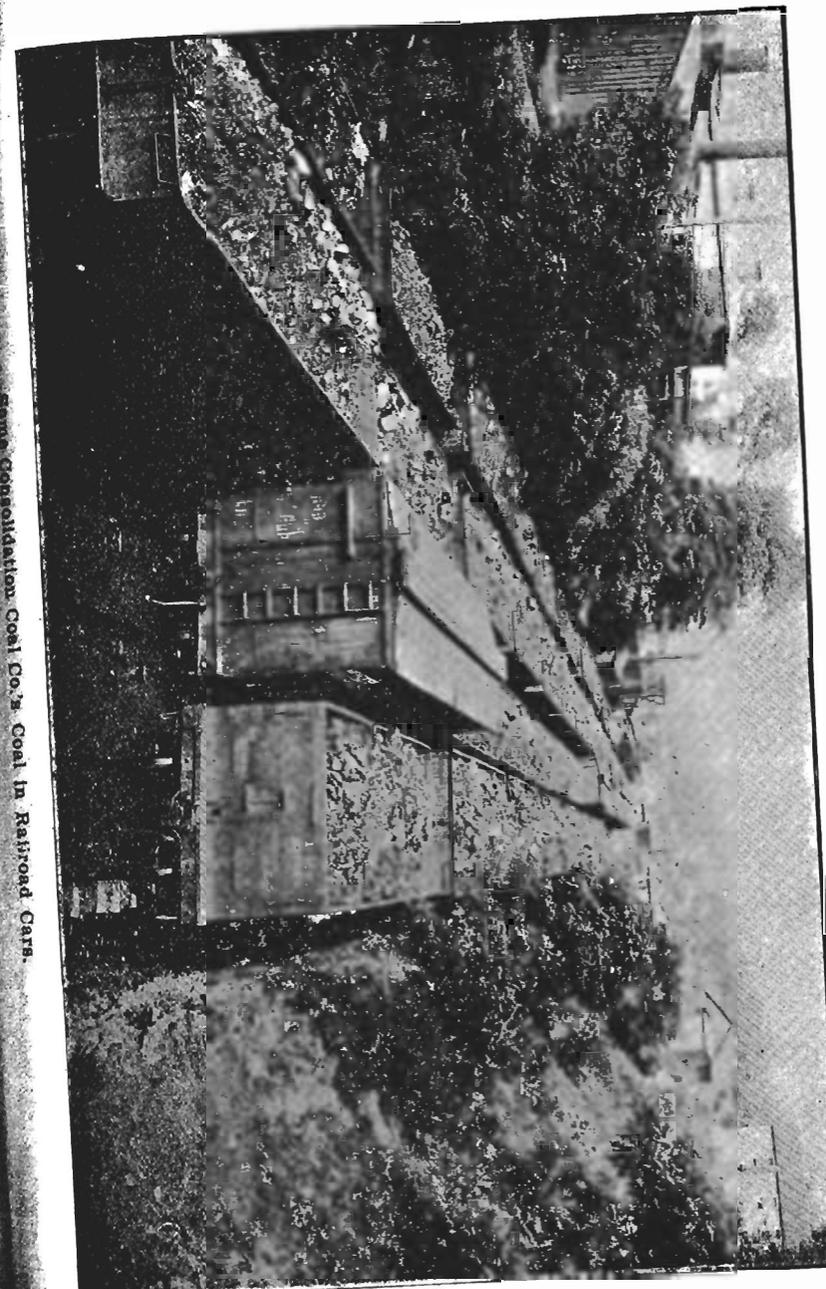
John D. Frenzel, Mine Foreman.

This mine is located on the west side of the George's creek, near the Big Vein mine, and is reached by three planes, and is working the Tyson vein of coal where it is at its greatest thickness, very often measuring over six feet, but, like many other mines, it was cut up in the beginning. The conditions are not always the best in mines of this character, where the coal lays very flat. Good roads are necessary. This condition is bad in this mine, also ventilation. The large area that air must travel and circulate by natural means is not sufficient, and other remedies should be applied and place the mine in the proper condition. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|-------------------------|-------------------------|----------------------|-----------------|
| Intake at air hole..... | 3,800 | 24 | 158 |
| Outlet at mouth..... | 2,400 | | |

Swanton Four Foot.

Swanton Four Foot Mine is located on the west side of the George's creek, near Barton, and is a drift opening, working the Bakerstown or Barton four-foot seam of coal and ships over the C. & P. railroad. This,



Swanton Consolidation Coal Co.'s Coal in Railroad Cars.

like the Swanton Tyson Mine, has been badly manged and cut up in such a manner that it is a source of much trouble to keep it in condition. A new fan was installed during the year which improved conditions some, yet the air courses that were driven during previous years were in no condition to circulate air, and with the large amount of powder used for shooting coal, very often considerable smoke had to be contended with. During the year a new tipple was erected for this mine. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 22,000 | 30 | 733 |
| Intake to 1st right..... | 8,100 | 6 | 1350 |
| Intake to left side..... | 3,600 | 4 | 900 |
| Intake to Foy's..... | 1,800 | 8 | 245 |
| Intake to Moore's..... | 800 | 4 | 200 |
| Intake to upper heading..... | 500 | 5 | 155 |
| Intake to left side..... | 3,600 | 4 | 100 |
| Outlet of mouth..... | 19,400 | | |

CUMBERLAND GEORGE'S CREEK COMPANY.

Penn Mines.

Thomas Harris, Superintendent and Mine Foreman.

The Penn Mines are drift openings, working the Bakerstown or Barton four-foot. This operation, as usual, done very little work during the year, employing a few men and supplying the locomotives on the C. & P. railroad. I have never made a general inspection of these mines, the number of men employed not being large enough to bring it under the mining laws. There are four openings that are reached by a long plane. The coal varies in thickness from 2½ to 3½ feet and appears to be as good as any four foot mined in the region, and there is no good reason why the operation should be laying idle. With some little expense for repairs this place could be made a good proposition.

PHOENIX AND GEORGE'S CREEK COMPANY.

Big Vein and Elkhart.

John Rankin, Superintendent.

Earnest Schell, Mine Foreman.

The Phoenix and George's Creek Coal Company are located on the west side of the George's creek and are working the Big Vein and Bakerstown or Barton four-foot. At the Big Vein Mine the coal is confined to a small territory where they have a few miners employed in the outcrop. The mine is reached by two planes and tramroad over which the coal is hauled by horses and mules to the planes and then lowered to the tipple and shipped over the C. & P. railroad. The Elkhart Mines, working the Bakerstown or Barton four-foot, is located near the head of the lower plane, and have two openings ventilated by furnace. During the year this company employed 95 men and the total output was 72,299 tons of coal, showing an increase in production of 30,500 tons over the preceding year, 1909. The Elkhart Mine, where the greatest portion of the coal is mined, is reached by a short plane, over which it is lowered to the tipple. During the year a new plant with modern machinery was

Statistics of the Production of Coal and Fire Clay for the Year 1910.

| Name of Company | Name of Mine | Vein of Coal Being Worked | Employees at the Mines | | | | | Days Worked | Output in Tons | | | Kind and Number of Machines |
|---------------------------------------|-----------------------|------------------------------------|------------------------|---------|--------------|-------------|-------|-------------|----------------|---------------|------------------------|-------------------------------|
| | | | Miners | Drivers | Inside Labor | Outs. Labor | Total | | Pick Mined | Machine Mined | Total Production | |
| Adams Coal Co. | Mine No. 1 | Pittsburg or Big Vein | 371 | 32 | 69 | 65 | 537 | 297 | 471,118 | 21,062 | 492,180 | 9 Air Punchers |
| Adams Coal Co. | Mine No. 2 | Upper Sewickley or Tyson | 22 | 2 | .. | 3 | 27 | 306 | 19,696 | .. | 19,696 | .. |
| Adams Coal Co. | Mine No. 3 | Pittsburg or Big Vein | 301 | 22 | 62 | 60 | 445 | 302 | 310,063 | 15,756 | 325,819 | 8 Air Punchers |
| Adams Coal Co. | Mine No. 4 | Pittsburg or Big Vein | 86 | 6 | 18 | 20 | 130 | 300 | 89,691 | .. | 89,691 | .. |
| Adams Coal Co. | Mine No. 5 | Upper Sewickley or Tyson | 58 | 11 | 4 | 8 | 81 | 304 | 35,120 | .. | 35,120 | .. |
| Adams Coal Co. | Mine No. 6 | Upper Sewickley or Tyson | 81 | 10 | 1 | 7 | 99 | 304 | 56,642 | .. | 56,642 | .. |
| Adams Coal Co. | Mine No. 7 | Pittsburg or Big Vein | 791 | 78 | 15 | 94 | 978 | 303 | 969,315 | 78,260 | 1,047,575 | 18 Air Punchers |
| Adams Coal Co. | Mine No. 8 | Pittsburg or Big Vein | 66 | 14 | 8 | 11 | 99 | 303 | 93,498 | .. | 93,498 | .. |
| Adams Coal Co. | Mine No. 9 | Upper Sewickley or Tyson | 140 | 16 | 15 | 17 | 188 | 303 | 102,958 | .. | 102,958 | .. |
| Adams Coal Co. | Mine No. 10 | Upper Sewickley or Tyson | 54 | 10 | 4 | 8 | 76 | 303 | 36,985 | .. | 36,985 | .. |
| Adams Coal Co. | Mine No. 11 | Upper Sewickley or Tyson | 25 | 11 | 6 | 6 | 48 | 303 | 26,126 | .. | 26,126 | .. |
| Adams & Georges Creek Coal Co. | Washington No. 1 | Pittsburg or Big Vein | 13 | 3 | 3 | 6 | 45 | 180 | 23,487 | .. | 23,487 | .. |
| Adams & Georges Creek Coal Co. | Washington No. 2 | Upper Sewickley or Tyson | 148 | 6 | 38 | 22 | 214 | 231 | 145,314 | .. | 145,314 | .. |
| Adams & Georges Creek Coal Co. | Washington No. 3 | Lower Kittanning or Davis Six Foot | 18 | 1 | 3 | 3 | 25 | 90 | 8,856 | .. | 8,856 | .. |
| Adams & Georges Creek Coal Co. | Washington No. 4 | Lower Kittanning or Davis Six Foot | 48 | 5 | 3 | 12 | 68 | 226 | 55,109 | .. | 55,109 | .. |
| Adams & Georges Creek Coal Co. | Washington No. 5 | Bakerstown or Barton Four Foot | 66 | 13 | 13 | 18 | 98 | 247 | 58,440 | .. | 58,440 | .. |
| Adams Mining Co. | Union No. 1 | Pittsburg or Big Vein | 78 | 4 | 8 | 12 | 102 | 259 | 55,998 | .. | 55,998 | .. |
| Adams Mining Co. | Union No. 1 | Upper Sewickley or Tyson | 14 | 1 | 3 | 1 | 19 | 259 | 9,143 | .. | 9,143 | .. |
| Adams Mining Co. | Union No. 2 | Pittsburg or Big Vein | 173 | 8 | 16 | 34 | 231 | 226 | 148,950 | .. | 148,950 | .. |
| Adams Mining Co. | Union No. 2 | Upper Sewickley or Tyson | 8 | 1 | 1 | 1 | 11 | 126 | 6,072 | .. | 6,072 | .. |
| Adams Mining Co. | Union Mine | Pittsburg or Big Vein | 107 | 6 | 12 | 15 | 140 | 269 | 123,963 | .. | 123,963 | .. |
| Adams Coal Co. | Potomac | Bakerstown or Barton Four Foot | 30 | 7 | 1 | 10 | 48 | 40 | 7,765 | .. | 7,765 | .. |
| Adams Creek Coal Co. | Cutter | Pittsburg or Big Vein | 70 | 4 | 4 | 8 | 86 | 264 | 102,560 | .. | 102,560 | .. |
| Adams Creek Coal Co. | No. 12 | Pittsburg or Big Vein | 20 | 2 | 1 | 2 | 25 | 70 | 7,698 | .. | 7,698 | .. |
| Adams Creek Coal Co. | No. 13 | Pittsburg or Big Vein | 12 | 1 | .. | 1 | 14 | 140 | 11,717 | .. | 11,717 | .. |
| Adams Creek Coal Co. | No. 14 | Pittsburg or Big Vein | 6 | 1 | .. | .. | 7 | 168 | 9,540 | .. | 9,540 | .. |
| Adams Creek Coal Co. | No. 16 | Upper Sewickley or Tyson | 50 | 7 | 5 | 7 | 69 | 245 | 42,269 | .. | 42,269 | .. |
| Adams Coal Co. | Koontz No. 1 | Pittsburg or Big Vein | 40 | 4 | 2 | 9 | 55 | 270 | 40,813 | .. | 40,813 | .. |
| Adams Coal Co. | Koontz No. 2 | Upper Sewickley or Tyson | 40 | 4 | 4 | 1 | 49 | 270 | 34,846 | .. | 34,846 | .. |
| Adams Coal Co. | Big Vein | Pittsburg or Big Vein | 23 | 5 | 1 | .. | 29 | 287 | 24,933 | .. | 24,933 | .. |
| Adams Coal Co. | Kingsland | Pittsburg or Big Vein | 40 | 0 | 1 | 3 | 44 | 185 | 41,325 | .. | 41,325 | .. |
| Adams Coal Co. | Tyson No. 1 | Upper Sewickley or Tyson | 12 | 1 | 1 | .. | 14 | 45 | 750 | .. | 750 | .. |
| Adams & Georges Creek Valley Coal Co. | Carlos | Pittsburg or Big Vein | 130 | 7 | 5 | 16 | 158 | 289 | 163,808 | .. | 163,808 | .. |
| Adams Coal Co. | Swanton Big Vein | Pittsburg or Big Vein | 8 | 1 | .. | .. | 9 | 60 | 1,200 | .. | 1,200 | .. |
| Adams Coal Co. | Tyson | Upper Sewickley or Tyson | 24 | 3 | 1 | 3 | 31 | 200 | 16,000 | .. | 16,000 | .. |
| Adams Coal Co. | Four-foot | Bakerstown or Barton Four Foot | 30 | 3 | 1 | 4 | 38 | 250 | 25,000 | .. | 25,000 | .. |
| Adams Mining Co. | Enterprise | Pittsburg or Big Vein | 20 | 2 | 3 | 6 | 31 | 288 | 22,744 | .. | 22,744 | .. |
| Adams Mining Co. | Trimble | Pittsburg or Big Vein | 12 | 2 | 1 | 2 | 17 | 240 | 7,389 | .. | 7,389 | .. |
| Adams & Georges Creek Coal Co. | Moscow No. 2 | Pittsburg or Big Vein | 3 | 1 | .. | .. | 4 | 290 | 2,005 | .. | 2,005 | .. |
| Adams & Georges Creek Coal Co. | Moscow No. 3 | Bakerstown or Barton Four Foot | 28 | 3 | 1 | 2 | 34 | 167 | 15,986 | .. | 15,986 | .. |
| Adams & Georges Creek Coal Co. | Elkhart | Bakerstown or Barton Four Foot | 65 | 8 | 2 | 8 | 83 | 265 | 60,598 | .. | 60,598 | .. |
| Adams & Georges Creek Coal Co. | Pittsburg or Big Vein | Pittsburg or Big Vein | 10 | 1 | 11 | .. | 12 | 160 | 11,701 | .. | 11,701 | .. |
| Adams & Coke Co. | Buxton No. 17 | Lower Kittanning or Davis Six Foot | 71 | 10 | 1 | 15 | 107 | 243 | 134,225 | .. | 134,225 | .. |
| Adams Basin Coal Co. | Parker | Clarion or Parker | 65 | 3 | 9 | 11 | 88 | 275 | 19,639 | 3,941 | 23,580 | Three Electric Chain Machines |
| Adams Basin Coal Co. | Bond | Brookville or Bluebaugh | 35 | 3 | 2 | 3 | 43 | 230 | 17,371 | .. | 17,371 | .. |
| Adams & Georges Creek Coal Co. | Penn. | Bakerstown or Barton Four Foot | 20 | 3 | 2 | 4 | 29 | 200 | 4,206 | .. | 4,206 | .. |
| Adams W. A. Hitchins Coal Co. | Borden | Pittsburg or Big Vein | 13 | 2 | 2 | 2 | 19 | 148 | 15,336 | .. | 15,336 | .. |
| Adams Schovia Coal Co. | Montell | Lower Kittanning or Davis Six Foot | 3 | 1 | 3 | 3 | 10 | 300 | None | 4,980 | 4,980 | Two Air Punchers |
| Adams American Coal Co. | Calidonia | Upper Sewickley or Tyson | 40 | 4 | 1 | 5 | 50 | 115 | 22,876 | .. | 22,876 | .. |
| Adams Piedmont Mining Co. | Pekin | Pittsburg or Big Vein | 28 | 4 | 1 | 10 | 43 | 248 | 35,306 | .. | 35,306 | .. |
| Adams Bowery Coal Co. | Bowery | Pittsburg or Big Vein | 16 | 2 | 3 | 2 | 23 | 200 | 8,432 | .. | 8,432 | .. |
| Adams Bowery Coal Co. | Tyson | Upper Sewickley or Tyson | 9 | 2 | 2 | .. | 13 | 200 | 2,917 | .. | 2,917 | .. |
| Adams & Georges Creek Basin Coal Co. | Short Gap | Lower Kittanning or Davis Six Foot | 35 | 2 | 3 | 5 | 45 | 175 | 9,693 | .. | 9,693 | .. |
| Adams Maryland Coal & Iron Co. | Trotter Run | Brookville or Bluebaugh | 8 | 2 | 12 | 5 | 27 | 225 | 800 | 400 | 1,200 | Six Air Punchers |
| Adams Frostburg Fuel Co. | Tyson No. 2 | Upper Sewickley or Tyson | 4 | .. | .. | 1 | 5 | 276 | 3,750 | .. | 3,750 | .. |
| Adams Sullivan Bros. | Boston | Pittsburg or Big Vein | 7 | 1 | 1 | 2 | 11 | 202 | 3,117 | .. | 3,117 | .. |
| Adams Michael Barnard | Barnards | Pittsburg or Big Vein | 3 | 1 | .. | .. | 4 | 200 | 2,900 | .. | 2,900 | .. |
| Adams Harvey Mining Co. | Reynolds | Upper Freeport | 3 | 1 | .. | .. | 4 | 300 | 3,200 | .. | 3,200 | .. |
| Adams Anderson Mine | Detmold | Pittsburg or Big Vein | 2 | 1 | .. | .. | 3 | 150 | 1,862 | .. | 1,862 | .. |
| Adams Greene Mine | Westernport | Clarion & Six Foot | 2 | .. | .. | .. | 2 | 150 | 402 | .. | 402 | .. |
| Adams Shaws Mine | Shaws | Bakerstown or Barton Four Foot | 1 | .. | .. | .. | 1 | 150 | 216 | .. | 216 | .. |
| Adams Jacob Miller Mine | .. | .. | 4 | 1 | .. | .. | 5 | 200 | 4,118 | .. | .. | .. |
| Adams Brodes Mine | Brodes | Pittsburg or Big Vein | 4 | .. | .. | .. | 4 | 200 | 1,421 | .. | 1,421 | .. |
| Adams Brailer Mine | Bald Knob | Pittsburg or Big Vein | 2 | .. | .. | .. | 2 | 200 | 1,453 | .. | 1,453 | .. |
| Adams Big Savage Mountain | No. 1 | Freeport | 1 | .. | .. | .. | 1 | 300 | 500 | .. | 500 | .. |
| Adams Samuel Smith Mine | Midlothian | Pittsburg or Big Vein | 3 | 1 | .. | .. | 4 | 150 | 2,279 | .. | 2,279 | .. |
| Adams Barton & Georges Creek Coal Co. | Moscow | Bakerstown or Barton Four Foot | 10 | 2 | 1 | 2 | 15 | 30 | 250 | .. | 250 | .. |
| Adams William H. Barnes & Son | No. 1 & 2 | Pittsburg or Big Vein | 2 | 1 | .. | .. | 3 | 279 | 578 | .. | 578 | .. |
| ALLEGANY COUNTY TOTALS | | | 3726 | 371 | 390 | 555 | 5042 | Average 223 | 3,814,510 | 124,399 | Gross Tons 3,938,909 | or 4 411,578 Net Tons |
| INCREASE ABOVE YEAR 1909 | | | 231 | 28 | 52 | 67 | 157 | 195 | 398,840 | 15,503 | Total Increase 414,343 | |

GARRETT COUNTY PRODUCTION FOR YEAR 1910.

| | | | | | | | | | | | | |
|---------------------------------|-------------------|---------------------------------------|-----|----|----|----|-----|------------------|---------|----|--------------------------------------|---------------------|
| Blaine Mining Co. | Bill 1 & 2 | Lower Kittanning or Davis Six Foot | 130 | 15 | 20 | 19 | 184 | 269 | 216,723 | .. | 216,723 | .. |
| Garrett County Coal Mining Co. | Dodson 1, 2 and 3 | Lower and Upper Kittannings | 127 | 10 | 5 | 20 | 162 | 260 | 151,163 | .. | 151,163 | .. |
| Potomac Valley Coal Co. | Darwin 1, 2 & 3 | Upper Freeport | 65 | 11 | 4 | 10 | 90 | 263 | 92,717 | .. | 92,717 | .. |
| Pattison Coal Co. | Pattison 1 & 2 | Lower Kittanning and Barton Four Foot | 37 | 6 | .. | 3 | 46 | 225 | 36,252 | .. | 36,252 | .. |
| Bloomington Coal Co. | Bloomington 1 & 2 | Lower Kittanning | 40 | 4 | 1 | 6 | 51 | 297 | 52,845 | .. | 52,845 | .. |
| Hamill Coal & Coke Co. | Hamill 1 & 2 | Lower Kittanning | 60 | 5 | 2 | 7 | 74 | 250 | 68,887 | .. | 68,887 | .. |
| Monroe Coal Mining Co. | Elk Run 1 & 3 | Lower Kittanning and Barton Four Foot | 65 | 8 | 4 | 13 | 90 | 210 | 62,093 | .. | 62,093 | .. |
| Three Forks Coal Co. | Chaffee | Lower Kittanning | 95 | 12 | 4 | 16 | 127 | 270 | 89,002 | .. | 89,002 | .. |
| Brnard Coal Co. | Stoyer | Lower Kittanning | 17 | 2 | 6 | 2 | 27 | 175 | 4,500 | .. | 4,500 | .. |
| S. H. Jordans Mine | Deal | Upper Freeport | 8 | 1 | 1 | 1 | 11 | 200 | 3,105 | .. | 3,105 | .. |
| George Tichinel | Blocher | Three Foot | 1 | .. | .. | .. | 1 | 90 | 186 | .. | 186 | .. |
| GARRETT COUNTY TOTALS | | | 645 | 74 | 47 | 97 | 863 | Average Days 236 | 777,473 | .. | Gross Tons 777,473 | or 870,769 Net Tons |
| INCREASE ABOVE YEAR 1909 | | | 176 | 7 | 21 | 14 | 218 | 196 | 253,673 | .. | Total Production for State 5,282,347 | Net Tons |

PRODUCTION OF FIRE CLAY MINED IN ALLEGANY COUNTY FOR THE YEAR 1910.

| | | | | | | | | | | | | |
|------------------------------------|--------------------|-----------|----|----|----|----|-----|-------------|--------|----|--------------|----|
| Union Mining Co. | Nos. 5, 6, 7 and 8 | Fire Clay | 46 | 8 | 9 | 21 | 84 | 190 | 29,523 | .. | 29,523 | .. |
| Big Savage Mountain Fire Brick Co. | No. 5 | Fire Clay | 13 | 2 | .. | 4 | 19 | 300 | 12,538 | .. | 12,538 | .. |
| Big Savage Mountain Fire Brick Co. | No. 1 and 2 | Fire Clay | 12 | 3 | 2 | 5 | 22 | 300 | 10,000 | .. | 10,000 | .. |
| Andrew Ramsey Corporation | No. 1 | Fire Clay | 5 | 1 | .. | .. | 6 | 275 | 1,400 | .. | 1,400 | .. |
| Total | | | 76 | 14 | 11 | 30 | 131 | Average 266 | 53,461 | .. | Total 53,461 | .. |

Statistics relating to the Fire Clay Industry in Allegany County show an increase in production and men employed for the year 1910. The total production of Fire Clay for the year 1910 was 53,461 tons, showing an increase of 5,977 tons over the preceding year 1909. The Union Mining Company, the oldest and largest Clay Mining Company in Allegany County, experienced some broken time at their mines during the year; this was caused by the large production of Clay accumulated at their yard at Mt. Savage during the depression of 1907. The total number of men employed in and around Clay Mines for the year 1910 was 76 Miners, 11 Drivers, 11 Inside Laborers and 34 Outside Laborers, making a total of 131. In connection with the different mines there are employed about 250 men and boys at the brick yards. The average day worked was 266 and the average production per mine was 703 tons of Clay. The Andrew Ramsey Corporation, a new organization, is operating a small Clay Mine about two and a half miles southwest of Ellerslie, with yards at Mt. Savage and Ellerslie, where the different sanitary articles and the famous Enamel Bricks are made from the Clay.

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Consolidation Coal Co.—Concrete and Brick Overcast.



erected, for the manufacture of boulets from coal mined in the four-foot, and is the first manufacturing plant of this kind in the mining region of this State. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|---------------------------------|-------------------------|---------------------|-----------------|
| Intake at mouth of Elkhart..... | 11,400 | 72 | 158 |
| Intake at 1st right..... | 3,200 | 16 | 200 |
| Intake at 2nd right..... | 4,000 | 20 | 200 |
| Intake to 3rd right..... | 2,100 | 16 | 131 |
| Intake to 4th right..... | 3,000 | 5 | 600 |
| Outlet at main heading..... | 4,800 | 15 | 320 |
| Return to furnace..... | 13,200 | | |

PIEDMONT MINING COMPANY.

Pekin Mines.

James J. Dobbie, Superintendent.

Chas. Bowden, Mine Foreman.

The Piedmont Mining Company are working a series of drift openings on the west side of the George's creek, near Pekin, and are reached by a tramroad skirting the side of the mountain, over which the coal is hauled by a small locomotive to the plane and lowered to the tippie at Pekin and shipped over the C. & P. railroad. During the year the company employed 43 men and produced 35,306 tons of coal, showing a decrease in the output of 98,888 tons under the year 1909. This decrease was the result of much broken time and a smaller number of men employed. The openings are ventilated by natural means. Air holes driven to the surface and giving good results. Air readings would indicate no conditions of the mines.

MARYLAND COAL AND IRON COMPANY.

Trotter Run Nos. 1 and 2.

W. H. Morgan, Superintendent.

A. D. Martin, Mine Foreman No. 1.
Joseph Finzel, Mine Foreman No. 2.

The Maryland Coal and Iron Company are developing coal land that was formerly worked by the McMullen Bros., and is known as the Part-ridge Mine, and is located near Barrellsville, on the main line of the C. & P. railroad. This company have been prospecting during the year, not producing coal to any extent. All coal mined during the year was used by the J. B. Carter Company for steam shovels on the Western Maryland railroad. The rock tunnel was work very extensively during the year. This work is done to cut the Brookville seam of coal, which lies very much to the dip from the McMullen Mine. During the year this company made many improvements on the outside of the mine by installing a new boiler (fan and air compressor, opened No. 2 tramroad from tunnel to tippie and erected new boiler house. No. 2 Mine is located about one mile east of the tunnel Mine No. 1. It is a small drift opening working the Brookville vein. There are only a few men employed and the coal is used by the J. B. Carter Company on the Western Maryland railroad, which is near the works. No. 1 Mine is ventilated by a fan. No. 2 by natural means and is generally good.

CUMBERLAND BASIN COAL COMPANY.

At Barrellsville, in the northeast section of the region, the Cumberland Basin Coal Company are operating three openings in the lower coal measures. The mines are located on a short branch of the C. & P. railroad, over which the product is shipped. The Parker and Bond mines, as the mines in the lower measures are called, are openings in the coal beds known locally as the Bluebaugh and Parker. During the year a slope was opened near the Parker into the Upper Mercer coal. Below the Bluebaugh this seam of coal is about three feet thick, runs very irregular, and they have many rock faults to contend with. During the year this company employed 131 persons and produced 19,639 tons of coal by pick and 3,941 tons by electric chain machines, showing an increase in production of 3,114 tons more than 1909.

Parker Mine.

Thomas Bathgate, Superintendent. George Waddell, Mine Foreman.
Parker Mine, operated by the Cumberland Basin Coal Company, is a drift opening, located about nine miles west of Cumberland. The mine is ventilated by a 14-foot exhaust fan and has electric haulage. The seam is about two-foot thick and runs very regular and it is claimed to be the best smithing coal in this section. During the year the condition of the mine was improved much in ventilation and haulage. The general management of the mines has changed during the year, and from all indications under the new management, the Cumberland Basin Coal Company, in the near future, will be one of the leading coal companies in this section. This is an average inspection of the mines:

| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|------------------------------|-------------------------|---------------------|-----------------|
| Intake at mouth..... | 14,280 | 74 | 192 |
| Outlet of water level..... | 3,200 | 8 | 400 |
| Intake to 2nd left..... | 2,000 | 16 | 162 |
| Intake to dip..... | 4,680 | 30 | 156 |
| Outlet of motor heading..... | 5,520 | 28 | 197 |
| Return to fan..... | 25,800 | | |
| Return to fan. | | | |

Bond Mine.

Thos. Bathgate, Superintendent. J. J. Golby, Mine Foreman
The Bond Mine, operated by the Cumberland Basin Coal Company, is a short slope working the Bluebaugh seam of coal, and is located a short distance east of the Parker Mine. The coal varies in thickness, running from 2½ to 3 feet, with top rock taken down for height. This mine, like many other small vein mines, was cut up and worked in such a manner near the mouth of the opening, and the air courses made in such a manner, that ventilation was a source of much trouble. The present management, realizing the condition of the mine, made new air courses and now the Bond Mine is in a fair condition with a good supply of air circulating in and around the working places. The mine is ventilated by an air shaft connected with the Parker Mine fan. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employes. | Air Per Man. |
|-----------------------------|-------------------------|---------------------|-----------------|
| Intake at mouth..... | 8,400 | 37 | 269 |
| Outlet of main heading..... | 4,200 | | |

Slope Mine.

Thos. Bathgate, Superintendent.

Thos. Evans, Mine Foreman.

This opening is a slope and is located near the mouth of the Parker Mine, and are working the lower Kittanning. This opening was made during the year and present conditions show the coal to be in a much-disturbed condition. It is ventilated by natural means, and is classed as a prospecting mine, not employing enough men to bring it under the mining laws.

WACHOVIA COAL COMPANY.**Montell Mine.**

Henry Mertens, Superintendent.

Robert Gunning, Mine Foreman.

Montell Mine, operated by the Wachovia Coal Company, is located near Clarysville, and is a drift opening, working the lower Kittanning or Davis six foot, and ships over the George's Creek and Cumberland railroad. It is one of the eastern slopes of Davis mountain, where all coal measures crop out. This company have made many and expensive improvements during the year. The main heading was driven through the mountain, giving better ventilation. The tunnel extended into what is claimed the Parker seam of coal. Air compressor and engine for haulage and mining, also a new boiler and engine house, 3,000 feet of air line and 15 double block dwellings for employees. Montell Mine in the future will be one of the leading mines in the region. All coal mined during the year was by the Ingersoll Rand Air Puncher machine. The mine is in good condition. Ventilation by natural means. Roads and drainage good.

BOWERY COAL COMPANY.**Big Vein and Tyson Nos. 1 and 2.**

J. A. Whitfield, Superintendent and Mine Foreman.

No. 1 Mine, operated by the Bowery Coal Company, is located at Midlothian, about two miles west of Frostburg, on a branch road of the C. & P. R. R., and are working the Big Vein of coal under a lease from the Borden Mining Company. The greater portion of this coal lays to the dip, which makes haulage very difficult, requiring two horses to pull one load to the surface. This mine, as it should be classed, is, I might say, a cold weather mine, as very little work is done during the summer months, on account of the black damp coming from the old works that surround this mine. This mine employed 23 persons and produced 8,432 tons of coal for the year 1910, showing a decrease of 14,569 tons under the year 1909. This deficiency was caused by a smaller number of men employed. The Hill Mine worked out and less days worked. The ventilation as a rule during the cold weather is good.

Tyson No. 2.

J. A. Whitfield, Mine Foreman.

Tyson No. 2 Mine is located a short distance above No. 1, and are working the Tyson seam of coal. This mine has been a source of trouble since it was opened. At two inspections I was compelled to stop several places and reduce the number of men in the mine, for not having the proper ventilation. It appeared to me that there was no management or head to the place, nothing doing but to get out coal the cheapest way without any expense.

Consolidation No. 3 Mine—Mouth of Drainage Tunnel.



GEORGE'S CREEK BASIN COAL COMPANY.

Short Gap.

E. T. House, Superintendent. Fred Rephan, Mine Foreman.

Short Gap Mine, operated by the George's Creek Basin Coal Co. is a drift opening about 2½ miles east of Frostburg, working the Lower Kittanning or Davis six-foot seam of coal. This mine was put out of commission last June by a terrific rainstorm, which occurred in that section of the region, doing great damage to the entire property. Some time later the property of this company went into the hands of a receiver. A part of the property was sold to pay the miners and others employed around the mines. The conditions are about the same; nothing done in any shape since the flood, but the mine is in good condition and with proper methods and a little expense Short Gap Mine could be made good and made a good paying proposition.

DAVIS COAL AND COKE COMPANY.

Buxton Mine.

O. Tibbett, Superintendent. Harry Wilson, Mine Foreman.

Buxton Mine, operated by the Davis Coal and Coke Company, is a drift opening on the northeast side of the Potomac river, near Bloomington, and are working the Lower Kittanning or Davis six-foot. This mine is practically all retreat work, and all coal mined is located on the right side of the mine. Much trouble was experienced during the year—the rock fault on the left side, which they have been trying to penetrate. The mine, as a rule, is in good condition. It is ventilated by two fans. Haulage by stationary air engines and small mule to the surface, where it is lowered over a short plane to the tippie and shipped on the Western Maryland railroad. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan right side..... | 31,200 | 64 | 487 |
| Outlet of straight heading..... | 3,200 | 25 | 128 |
| Intake to 1st right..... | 3,600 | 20 | 146 |
| Outlet of right side..... | 28,500 | | |
| Intake to Crosser heading..... | 4,500 | 19 | 236 |
| Intake from fan left side..... | 13,000 | 13 | |
| Outlet of rock heading..... | 1,400 | 5 | 280 |
| Outlet of 1st right..... | 2,400 | 7 | 342 |
| Outlets combined | 39,500 | | |

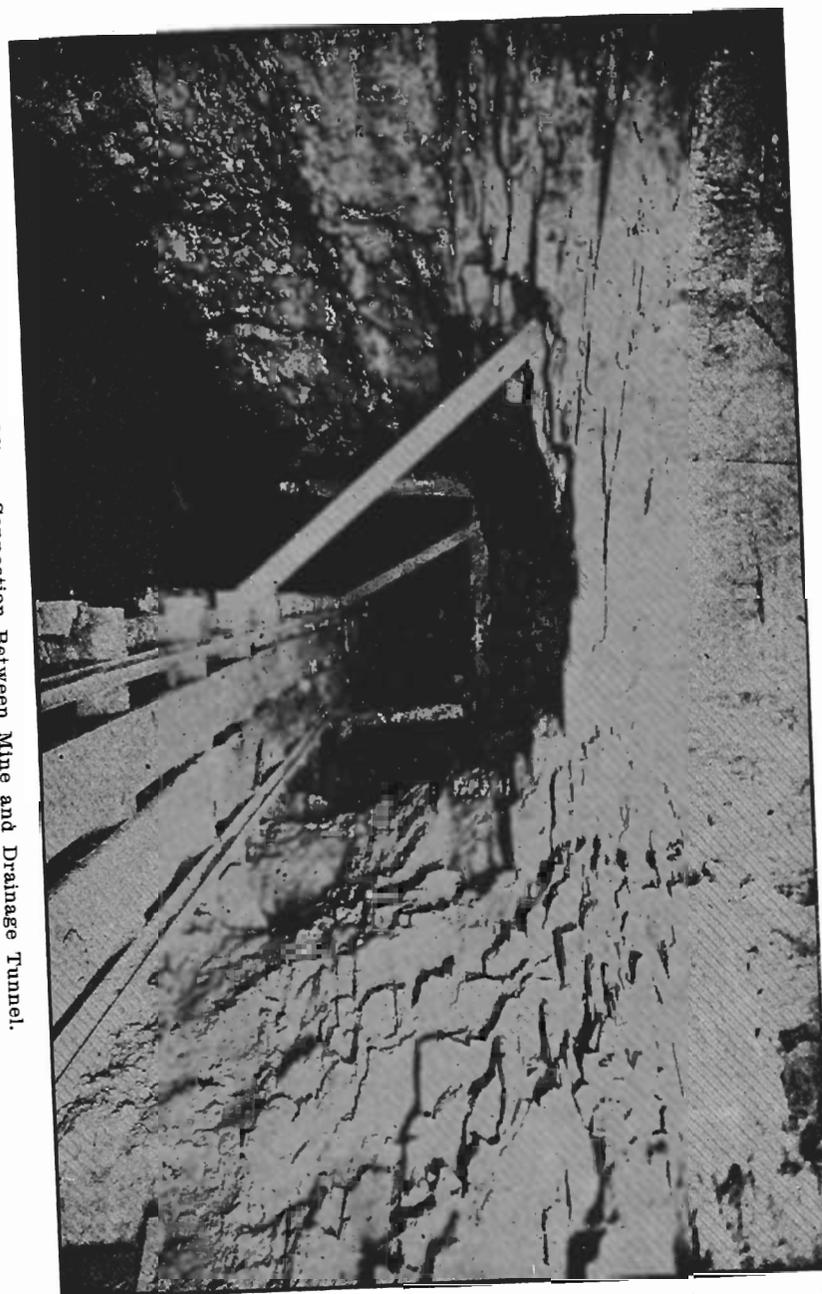
FRANKLIN COAL COMPANY.

Fahey's Mine.

Jno. Fahey, Superintendent and Mine Foreman.

Fahey's Mine, operated by the Franklin Coal Company, is a drift opening on the east side of George's Creek and is a new opening, working the Clarion or Parker seams of coal, near Westernport. The coal is about three feet in height and runs very regular, and is considered one of the best seams of coal mined in the region. This company started shipping coal about the first of the present year, but the dullness of the coal trade at present has caused them to do very little work. The mine is ventilated by a fan and the production is shipped over the C. & P. railroad.

Consolidation No. 3 Mine—Connection Between Mine and Drainage Tunnel.



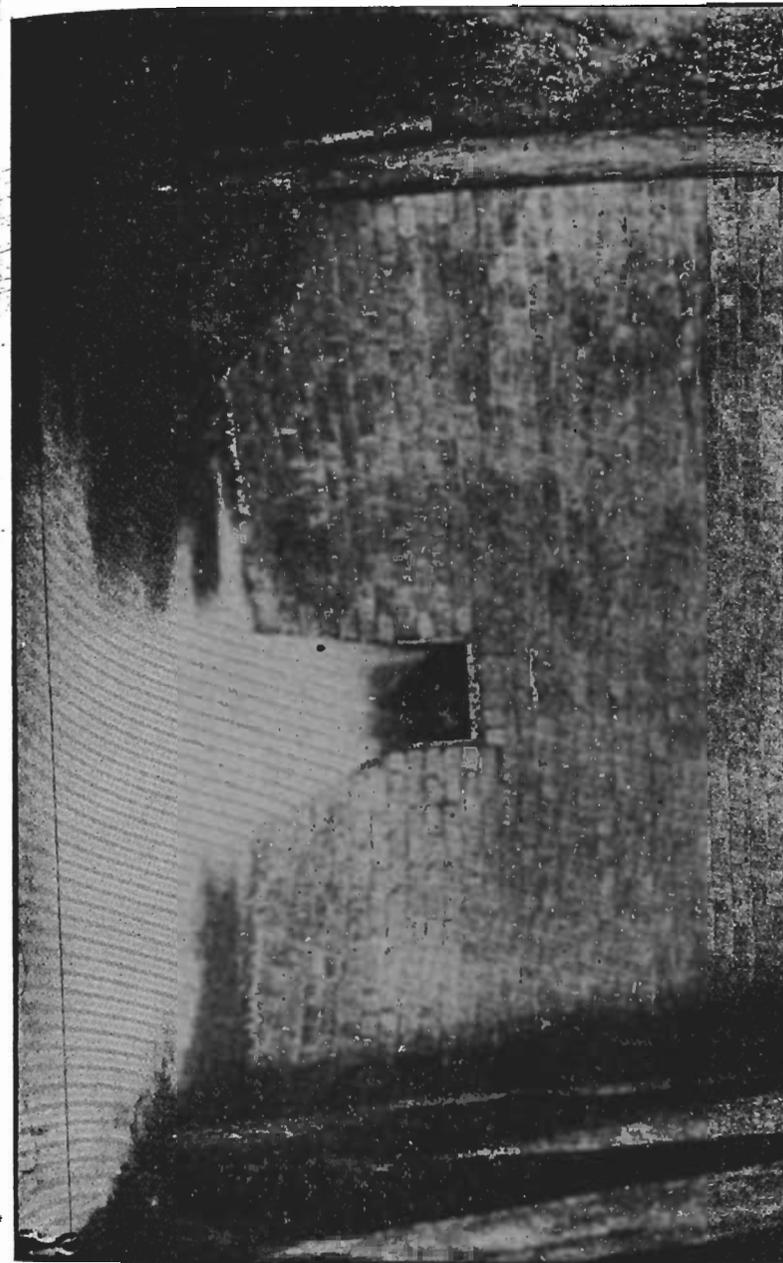
BARTON AND GEORGE'S CREEK COAL COMPANY.**Moscow No. 1.**

Thos. Harris, Superintendent and Mine Foreman.

Barton and George's Creek Company, a new corporation under the same name, but different management, reopened the Moscow No. 1 during the year, but only worked a short while shipping very little coal. The mine is located near Barton and has been practically idle for several years, but with some little capital this mine could be made a good paying proposition.

THE DRAINAGE OF BORDEN SHAFT.

During the year one of the most important features in the history of the mining region was accomplished by the Consolidation Coal Company, under the general management of H. V. Hesse and A. E. Reppert. The Borden Shaft had been abandoned for a number of years and in which a large body of water had accumulated. Hoffman or Mine No. 3 of the Consolidation Coal Co., being lower than the workings of the Borden Shaft, which joins No. 3, made it a source of much apprehension on the part of all parties connected with mining in this vicinity. For the purpose of removing the danger of this large body of water, which surrounds a large portion of Mine No. 3, headings were started on the north and south side in the direction of the water. Bore holes were driven in all headings on the face and sides twenty feet in advance. This precaution was used to keep a strong pillar of coal between the miners and the water and to avoid accidents or the destruction of property. On the 12th of February, 1911, the first bore hole went through on the south side of Mine No. 3, and the water in old Borden Shaft was tapped. In order to leave the water off gradually and not to overflow the water ditch, a small hole was cut in the coal along the bore hole a distance of 12 feet, and a cast iron pipe, 12 inches in diameter, and 12 feet long, was placed and concreted into the coal, a valve was placed on the pipe, and then a long augur was used and the coal from the end of the pipe to the water was bored out, and, throwing a stream of water that filled the pipe and flowed into the drainage tunnel, that empties at Clarysville. While the danger from this body of water is not entirely eliminated, yet the fact that the water ditch or drainage tunnel being completed, relieves the situation considerable, and if proper precautions are used in the future, as in the past, this body of water can be let off gradually and without possible danger to anyone. At present the water is tapped at three different places, and a large stream of water is running into the drainage tunnel, which empties into Braddock's run at Clarysville.



MINE INSPECTOR'S ANNUAL REPORT, 1910-11. MINE NO. 3. WATER FROM BORDEN SHAFT THROUGH A BRICK DAM.

Local Mines in Allegany County.

During the year of 1910 the local mines of Allegany county employed 49 men, who produced 25,796 tons of coal for local consumption, an increase of 7,941 tons over the year 1909.

FROSTBURG FUEL COMPANY.

Louis Walbert, Foreman.

The mine is located near Frostburg. Employs a small number of men. Production is used for domestic purposes.

BARNARD MINE.

Michael Barnard, Foreman.

Barnard's Mine is located near Eckhart and working the Big Vein or outcrop coal of Union No. 2, and employs a few men. It supplies Eckhart and the surrounding towns.

THE HARVEY MINING COMPANY.

Wm. Harvey, Manager.

The Harvey Mining Company is operating a small mine in the Upper Freeport vein of coal at Reynolds and employs a small number of men. The total production is used at the power house of the Cumberland and Westernport Electric railway at Reynolds.

MILLER'S MINE.

J. H. Miller, Foreman.

This mine is located on the east side of the George's Creek and works the Big Vein, from which a large portion is used for local consumption in and around Lonaconing.

BRAILER MINE.

David Brailer, Foreman.

Brailer Mine is located about two miles north of Mt. Savage and employs a few men and supplies Mt. Savage with coal.

SMITH MINE.

Samuel Smith, Foreman.

Smith Mine is located near Midlothian, working outcrop coal in the Big Vein for fuel purposes.

BARNES MINE.

Wm. Barnes, Foreman.

Operating a small fuel mine near Midlothian in the outcrop of the Big Vein for fuel purposes.

BRODE MINE.

Sol. Brode, Foreman.

Brode Mine is a small operation in the Big Vein, near Frostburg, and is working crop coal.

SHAW MINE.

H. C. Shaw, Superintendent.

This is a small operation working the Bakerstown or Barton four-foot, near Moscow, for fuel.

ANDERSON MINE.

Wm. Anderson, Foreman.

Anderson Mine is located on the west side of the George's Creek and working crop coal of the Detmold Big Vein. It employs a few miners and supplies fuel for Lonaconing and vicinity.

SULLIVAN MINE.

Dennis Sullivan, Foreman.

These mines are located near Eckhart and are working Big Vein and Tyson. It is the intention of Sullivan Bros. to go into the industry more extensively, and they have gone into mining on a larger scale during the year. They have leased from the New York Mining Company a piece of coal land, on which they have made two openings. They have built a new plane and from the general appearance of the surroundings in the near future Sullivan mine will be noticed in the production of the country.

GREENE'S MINE.

J. J. Greene, Foreman.

The Greene Mine is located near Westernport, and working a few men in Kittanning seam of coal. It supplies fuel for Westernport.

FIRE CLAY MINES.

Nos. 5, 6, 7 and 8.

Wm. Hamilton, Superintendent.

Jas. Jenkins, Mine Foreman.

The Union Mining Company's Fire Clay Mines are located about four miles west of Mt. Savage. It is reached by a tramroad and a long plane. The clay is taken over the tramroad by a locomotive to the yard, where it is manufactured into bricks. During the year this company employs 84 men and produced 29,532 tons of clay, an increase of 2,539 tons over the year 1909. The drainage is still the same. The soft plastic condition of the bottom makes drainage a problem in clay mines. With the exception of No. 6, which is ventilated by a fan, all other openings are ventilated by natural means, and at one inspection I found some black damp generating in No. 6, due to the distance from the fan to the working places. At the yard in Mt. Savage this company employs about 125 men and is a source of much revenue to Mt. Savage.

MT. SAVAGE FIRE BRICK COMPANY.

No. 5.

Jno. A. Caldwell, Superintendent.

Gurnie Shuckhart, Foreman.

No. 5 clay mine is located about two miles northwest of Frostburg. The mine is reached by a tramroad leading from the tippie, over which the clay is hauled by mules to the tippie and dumped into large wagons, and taken to the yard at Frostburg, where it is manufactured into bricks. During the year they employed 19 men and produced 12,538 tons of clay, showing an increase of 2,038 tons. The mine is in its usual condition and about the same as my last report. It is ventilated by natural means and the ventilation is generally good. The question of haulage from the tippie to the yards is a very slow and expensive proposition, and to eliminate the present system of haulage, it is the intention of the Company with permission of the Mayor and City Council, to build a tram road from the yard to their mine, from which no doubt they will get better results.

BIG SAVAGE MOUNTAIN FIRE BRICK COMPANY.

Mine Nos. 1 and 2.

J. N. Benson, Superintendent.

Jas. Jenkins, Mine Foreman.

These mines are located on Savage Mountain, about 2½ miles from Allegany, where their yard is located. The mine is reached by a plane tramroad, over which the clay is hauled by a stationary engine. During the year this company employed 22 men and produced 10,000 tons of clay, the same as last year. The mines are in good condition. The greatest portion of the clay is mined at No. 2, where it is claimed to be of a much better quality. At their yard at Allegany they employ about 50 men, and thereby provide a livelihood for many families in the vicinity.

ANDREW RAMSEY CORPORATION.

David Williamson, Superintendent and Foreman.

The Andrew Ramsay Corporation is operating a small drift opening in the fire clay, about 2½ miles southwest of Eilerslie. The mine is reached by a tramroad and plane, from which the clay is taken by mules to the yard at Eilerslie, where it is manufactured into all kinds of toilet articles, such as bath tubs, sinks and all articles relating to bath rooms. They also have a yard for making brick at Mt. Savage, where they also have a yard for making brick. The Ramsay Corporation was organized during the year 1910, and is composed of men from Mt. Savage, with the principal office at Mt. Savage. The mine is ventilated by natural means and only employs a few men.

**Garrett County Coal Mines.****BLAINE MINING COMPANY.**

Dill Nos. 1 and 2.

Jas. G. Boyd, Superintendent. Geo. L. Campbell, Foreman.

Dill No. 1, operated by the Blaine Mining Company, is located about a mile west of Blaine, and is working the Lower Kittanning and is the largest and best equipped mine in Garrett county for producing coal. They employ 184 men. Coal is mined by pick. Haulage by horses and electric motors and trawmway locomotive. During the year ventilation, drainage and haulage roads have been improved. Several new side headings. As a rule the mines are in a fair condition and well managed and at any time a large tonnage can be looked for. During the year 1910 the total output was 216,723 tons against 185,461 in 1909, showing an increase of 31,262 tons over 1909. The mine is located on the northeast crease of the Potomac, and is reached by a plane and tramroad, over which the coal is taken to the tippel and shipped over the Western Maryland railroad. The following is an average inspection for the year:

| Where Measured. | Air per M. Cubic ft. | Employees. No. of | Per Man. Air |
|--------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 31,150 | 94 | 331 |
| Intake to 2nd right..... | 13,440 | 18 | 744 |
| Outlet of 3rd right..... | 4,200 | 6 | 700 |
| Intake of 4th right..... | 4,200 | 13 | 323 |
| Intake of 5th right..... | 3,500 | 9 | 388 |
| Intake of 6th right..... | 1,575 | 7 | 225 |
| Intake of 7th right..... | 4,040 | 19 | 212 |
| Intake to left side..... | 3,500 | 20 | 175 |
| Outlet at mouth..... | 25,200 | | |

Dill No. 2.

Jas. G. Boyd, Superintendent. Geo. L. Campbell, Mine Foreman.

Dill No. 2 is a small operation located near the top of No. 1 plane. A drift opening working the Lower Kittanning or Davis six-foot. It is the intention of the management to connect the opening with No. 1 for ventilation and drainage and haulage. It is ventilated by a furnace and conditions are generally good. The mine employs a small number of men and all coal mined runs over No. 1 plane to the tippel and is shipped on the Western Maryland railroad. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|------------------------|-------------------------|----------------------|-----------------|
| Intake at mouth..... | 5,500 | 20 | 275 |
| Return to furnace..... | 4,800 | | |

POTOMAC VALLEY COAL COMPANY.

Darwin Nos. 1, 2 and 3.

Alfred Superintendent. George Hose, Mine Foreman.

Darwin Mines are operated by the Potomac Valley Coal Company and are located about one mile east of Blaine, and ships on the Western Maryland railroad. They have three openings, all connected and in the Upper Freeport, the hardest coal found in the Maryland coal fields. There is one particular matter at this mine that I called the miners attention to that is the excessive use of powder and solid shooting. At one time this mine was very dry and in a dusty condition and required some little sprinkling along the main heading. This condition since has been improved and moisture is now noticed along the heading. The shooting of coal out of the solid should not be permitted under any circumstances in dry and dusty mines, and if the coal is too hard to cut before shooting, then it should be left in the hill until other methods are used to get it out. The following is an average inspection of the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 35,040 | 75 | 467 |
| Outlet of No. 1..... | 12,000 | 10 | 1200 |
| Intake to No. 2..... | 9,600 | 18 | 533 |
| Intake to No. 3..... | 16,000 | 11 | 1454 |
| Intake to 4th right..... | 18,000 | 6 | 3000 |
| Intake to 5th right..... | 12,500 | 12 | 1048 |
| Intake to 6th right..... | 2,500 | 11 | 263 |
| Outlet of straight heading..... | 7,200 | 5 | 1440 |
| Outlet of 4th left..... | 3,600 | 3 | 1200 |
| Outlet at mouth No. 3..... | 12,960 | | |

GARRETT COUNTY COAL MINING COMPANY.

Dodson Nos. 1, 2 and 3.

George C. McFarlane, Superintendent. H. B. Kight, Foreman.
C. H. Jones, Assistant.

Dodson No. 1 is a drift opening into the Lower Kittanning seam of coal and is located at Dodson, a small mining town on the Western Maryland railroad. The mine is ventilated by a fan. Pick mining and employs 129 persons. The general conditions are always good. The mine is worked on the double entry room and pillar system. Each heading gets a fresh supply of air from the air courses by the overcasts. It is the intention of the company to make this mine the leading coal producer in Garrett county, and for that purpose many improvements were made during the year in and outside the mine. A new bridge with iron structure was built and side track lengthened to accommodate a larger production. Eighteen new dwellings were erected for employes, making a total of 87 houses. A new club house with hall for the different amuse-

ments was also erected. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 61,200 | 112 | 546 |
| Intake to 6th left..... | 3,800 | 16 | 237 |
| Intake to 6th right..... | 3,600 | 12 | 300 |
| Intake to 7th right..... | 2,800 | 11 | 254 |
| Intake to 7th left..... | 3,280 | 10 | 328 |
| Intake to 8th right..... | 2,550 | 10 | 255 |
| Intake to 8th left..... | 1,680 | 9 | 186 |
| Intake to 9th right..... | 1,500 | 10 | 150 |
| Intake to 9th left..... | 1,760 | 11 | 160 |
| Intake to 10th right..... | 1,500 | 11 | 136 |
| Intake to 10th left..... | 800 | 4 | 200 |
| Intake to 11th right..... | 800 | 4 | 200 |
| Outlet straight heading..... | 800 | 4 | 200 |
| Outlet at mouth..... | 40,800 | | |

Dodson No. 4.

Geo. C. McFarlane, Superintendent. H. B. Kight, Foreman.

Dodson No. 4 is a drift opening direct above No. 1 and working the Upper Kittanning, the only mine working this seam in the State. The coal is about four feet thick and of a good quality and ranks with the best coal in the Potomac Basin. Some trouble was experienced during the year by meeting a rock fault, which caused them to abandon the main heading. It is the intention of the management to prospect for this seam of coal from No. 1 Mine, which is 40 feet below No. 4, and avoid penetrating the heavy rock fault that was met at No. 4. This mine is connected with No. 2 and both mines are ventilated by a fan at No. 4. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|----------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 22,400 | 7 | 3200 |
| Outlet at No. 2..... | 3,600 | 10 | 360 |
| Outlet at No. 4..... | 18,900 | | |

Dodson No. 2.

Geo. B. McFarlane, Superintendent. H. B. Kight, Foreman.

Dodson No. 2 is a drift opening in the Upper Kittanning seam of coal, a short distance east of No. 1. It is a small operation employing 14 men. The mine is connected to No. 3 and is ventilated by the fan at No. 3. The coal is mined by pick. Haulage by mules to the plane and shipped over the Western Maryland railroad.

MONROE COAL MINING COMPANY.

Elk Run Nos. 1 and 3.

Geo. C. McFarlane, Superintendent. L. R. Kight, Mine Foreman.

Barnum No. 1 is a drift opening on the northeast side of the Potomac near Barnum, a small town on the Western Maryland railroad, and are working the Lower Kittanning or Davis six-foot. During the year this company installed gasoline motor haulage, the only one in the State, and

it is proving to be quite a success. Some trouble was experienced at this time with the small mules. It appeared that the water affected their feet, that very often they were unable to work, and to relieve the situation a gasoline motor was installed. The territory developed at this mine is very large, and I find the fan with the present power is not sufficient to ventilate the mine in the proper manner. I advised the management to that effect and in the near future it is the intention of the management to erect a gasoline power plant, which will increase the speed of the fan and produce a better current of air. During the year new side tracks were laid and heavy iron laid on the motor road. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 17,250 | 40 | 431 |
| Outlet of 8th right..... | 3,510 | 3 | 1170 |
| Intake to 9th right..... | 2,400 | 2 | 1200 |
| Intake to 10th right..... | 1,080 | 5 | 216 |
| Outlet of straight heading..... | 1,000 | 3 | 333 |
| Intake to 11th left..... | 900 | 4 | 225 |
| Intake to 10th left..... | 1,600 | 4 | 400 |
| Outlet of 9th left..... | 1,000 | 4 | 250 |
| Intake to 8th left..... | 1,000 | 4 | 250 |
| Intake to 7th left..... | 800 | 3 | 266 |
| Intake to 5th left..... | 800 | 2 | 400 |
| Outlet at mouth..... | 14,200 | | |

Elk Run No. 3.

Geo. C. McFarlane, Superintendent.

L. R. Kight, Mine Foreman.

Elk Run No. 3 is a drift opening working the Bakerstown or Barton four-foot direct above No. 1. The mine is reached by a long plane over which the coal is lowered to No. 1 tippie and shipped on the Western Maryland railroad. The mine, as a rule, employs but a few men. It is ventilated by a fan and conditions are generally good, but it appears to be a difficult matter to get men to work the smaller veins of coal in the mining region. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 16,000 | 20 | 800 |
| Outlet of 5th left..... | 1,200 | 5 | 240 |
| Intake to straight heading..... | 2,250 | 4 | 562 |
| Outlet of 3rd right..... | 2,250 | 9 | 260 |
| Outlets at different places. | | | |

BLOOMINGTON COAL COMPANY.

Mine No. 12.

E. R. Brydon, Superintendent.

Chas. Brendlin, Mine Foreman.

Mines No. 1 and 2, operated by the Bloomington Coal Company, are located near Bloomington and are working the Lower Kittanning or Davis six-foot, and ships on the B. & O. railroad. These mines are some of the earlier openings and are surrounded by a large territory of old works and have many rock faults to contend with. The mines are ventilated by a fan at Patterson's Mine, and taking everything into consid-

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| Air Per Man. |
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eration they are well ventilated. The roads and drainage were improved during the year and the general condition of the mine is good. The excessive use of powder at this mine for shooting coal by the miners very often creates a lot of smoke, and no matter what volume of air is circulating it would be difficult to drive the smoke out. Miners should be a little more cautious and use better judgment in the use of powder. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------------|-------------------------|----------------------|-----------------|
| Intake to No. 1..... | 7,560 | 9 | 840 |
| Intake to straight heading No. 2..... | 2,700 | 12 | 225 |
| Intake to Butt heading..... | 2,500 | 15 | 167 |
| Outlet at No. 2..... | 6,840 | | |

PATTISON COAL COMPANY.

Nos. 1 and 2.

Geo. C. Pattison, Superintendent. Carroll Pattison, Mine Foreman.

Pattison No. 1 is a drift opening and is located about one mile west of Bloomington, and are working the Lower Kittanning or Davis six-foot and ships over the B. & O. railroad. This mine like many others the coal was all worked out while advancing. Heading and rooms were driven wide leaving small pillars very often not strong enough to hold the roof. The Pattison Coal Company, in order to reach the back part of the mine, where their best coal was, were put to a large expense and extra labor in cutting around through the old works, from which they are mining a good quality of coal. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 21,300 | 38 | 560 |
| Intake to new heading..... | 3,200 | 15 | 213 |
| Intake to old heading..... | 3,750 | 10 | 250 |
| Intake to Stony heading..... | 6,000 | 8 | 750 |
| Outlet at Brydon's..... | 6,840 | | |

Mine No. 2.

Pattison No. 2 is a drift opening above No. 1 and is working the Bakerstown or Barton fourfoot. The mine is reached by a plane and tramroad, over which the coal is taken to the tippie at No. 1, and shipped over the B. & O. railroad. The mine is the same as my last report, only a smaller number of men employed and not coming under the mining laws. It is ventilated by natural means and conditions are fair. I do not know any reason why this mine should not be worked more extensively. The quality of the coal is good and the mine ranks with other four-foot mines in the region.

HAMILL COAL & COKE COMPANY.

Nos. 1 and 2.

R. A. Smith, Superintendent. W. D. Walker, Mine Foreman.

Hamill Mine Nos. 1 and 2 are drift openings and are located about one mile east of Blaine, and are working the Lower Kittanning. They employ 74 persons at the mine. The mine is ventilated by a fan. Coal is mined by pick. Haulage by mules. In this seam of coal, as a rule, the miners

have a lot of dead work to do. The heavy shale or rock in the breast which the miner must handle to keep his coal marketable, causes a great deal of extra work for which he receives no pay. During the year No. 2 was opened a short distance west of No. 1. Both openings are connected and ventilated by the fan at No. 1. The mines are in good condition and general improvements were made during the year. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 32,760 | 68 | 487 |
| Outlet of right side..... | 22,560 | 10 | 2250 |
| Outlet of 5th left..... | 3,600 | 9 | 400 |
| Outlet of 4th left..... | 1,800 | 12 | 150 |
| Outlet of 3rd left..... | 1,440 | 14 | 102 |
| Outlet of 2nd left..... | 1,000 | 8 | 125 |
| Intake to No. 2..... | 7,600 | | |
| Outlets combined..... | 31,200 | | |

THREE FORKS COAL MINING COMPANY.

Chaffee Mine.

Sheridan Stottlemeyer, Superintendent.

Rutherford Stottlemeyer, Mine Foreman.

Chaffee Mine is located on the northeast side of the Potomac and is a drift opening, working the Lower Kittanning or Davis six-foot. The mine is reached by a tramroad 2½ miles long, over which the coal is hauled to the tippie by a 25-ton locomotive. During the year a new rope haulage was installed at this mine, which is proving a great success in many ways. The mine is ventilated by a fan and is generally in fair condition. Several new houses were erected during the year for employees. The following is an average inspection for the year:

| Where Measured. | Cubic ft. Air per M. | No. of Employees. | Air Per Man. |
|---------------------------------------|-------------------------|----------------------|-----------------|
| Intake from fan..... | 43,000 | 75 | 537 |
| Outlet at 4th right..... | 9,520 | 11 | 865 |
| Outlet at 5th right..... | 3,500 | 13 | 268 |
| Outlet at 6th right..... | 2,800 | 9 | 311 |
| Outlet at 7th right..... | 2,000 | 6 | 333 |
| Outlet at straight heading No. 1..... | 12,800 | 10 | 1280 |
| Intake to 7th left..... | 7,800 | 5 | 1560 |
| Outlet of 6th left..... | 5,000 | 9 | 555 |
| Outlet to 5th left..... | 3,800 | 6 | 633 |
| Outlet to 4th left..... | 3,500 | 10 | 350 |
| Outlet at mouth..... | 35,400 | | |

BRANARD COAL COMPANY.

Stoyer No. 1.

James Christopher, Superintendent.

Stoyer No. 1 is a drift opening in the Lower Kittanning or Davis six-foot, and is located on the northeast side of the Potomac, near Branard a small mining town on the Western Maryland railroad, over which the coal is shipped. This mine had been idle for several years, and was reopened during the year under the management of the Branard Coal Co.

a new corporation in the county. It is the intention of the company to develop this property and make it one of the leading producers of Garrett county. At present they employ only a few men and all work being done is practically prospecting. The mine is ventilated by a fan. Haulage by mules. The coal lies very much to the dip and for that reason drainage is a source of much trouble. Another opening is needed at this place which would give natural drainage.

S. H. JORDAN COMPANY.

Deal Mine.

James Clark, Superintendent and Mine Foreman.

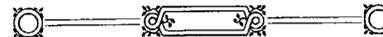
Deal Mine is a small operation on the northeast side of the Potomac, about one mile west of Branard, on the Western Maryland railroad. The character of the opening is a slope, from which the coal is pulled to the surface and taken over a tramroad 1800 feet long to the tippie by a stationary engine, and shipped over the Western Maryland railroad. At present they are only working a small number of men. The vein of coal being worked is the Upper Freeport.

GUTCHALL & GATES COAL COMPANY.

Nethkin Mine.

C. C. Chenowith, Superintendent and Mine Foreman.

This opening is on the northeast side of the Potomac river, near Bayard. A drift opening working the upper Freeport seam of coal. This mine was formerly operated by the Nethkin Coal Company and was idle for several years. It was reopened during the year by Gutchall & Gates. At present they are merely prospecting, not employing enough men to be under the mining law.



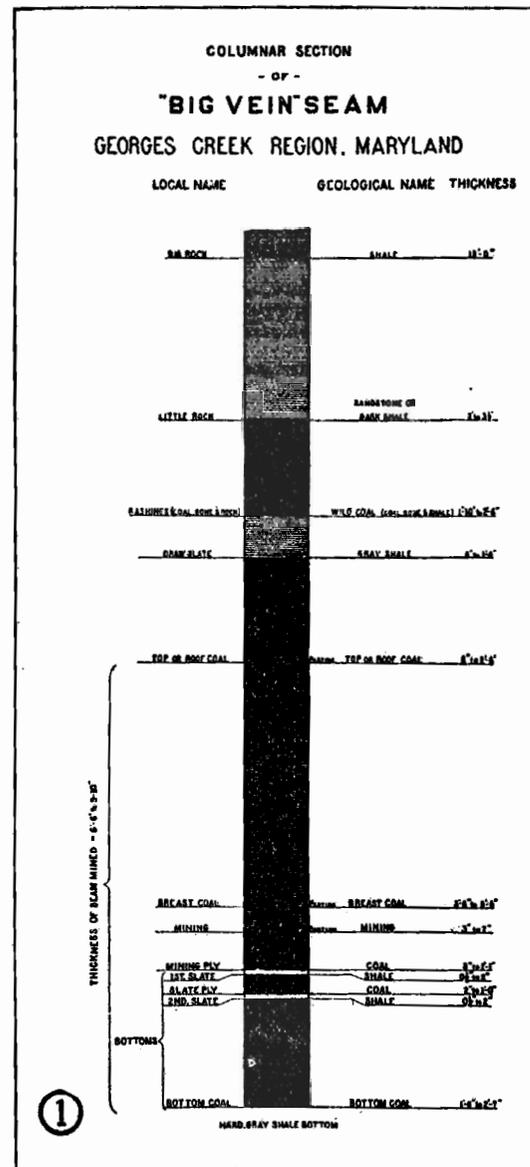
Pillar and Recovery Work in Big Vein Mines.

The greatest portion of Big Vein mines is composed, practically speaking, of all pillar or recovery of abandoned or supposedly lost coal, and from which seam the largest production of coal is mined in the State. It is true that with the gradual exhaustion of this wonderful seam of coal, Maryland may not exceed her previous production, yet with the large development of the smaller veins in Allegany and Garrett counties, Maryland will be able to keep up her normal output of coal for many years to come.

It appears that in the earlier days of coal mining in the George's Creek region it was quite different from the present method, and in several sections of the region large territories of Big Vein coal were covered up. There are several reasons given for this. Some say that this quality of coal was not in demand and not marketable, and others claim that it was caused by mine officials working the mines in such a manner, leaving small pillars, driving wide cut-throughs and cutting the coal in such a manner that when pillaring the heavy falls would cover up large bodies of Big Vein coal, and to recover this coal several old and abandoned mines have been reopened, and a large percentage of this abandoned coal recovered, giving employment to quite a large number of men.

The present pillar work differs some from the earlier days of mining; different systems are used and better results are obtained. Rooms are worked farther apart, leaving thick pillars for protection, so that in case of pillaring the room, the heavy falls would in no way cover up any amount of coal.

The present method of pillaring Big Vein coal by the Consolidation Coal Company, the largest operators of Big Vein in the State, and introduced by Mr. A. E. Reppert, assistant general manager of the above-named company, is one of the best I have seen worked in the region. The same method is used at all the Consolidation mines, and from my own observation, more coal is taken out in the general run of pillar work than any other method used in the region for the same purpose. A description of Mr. Reppert's method of pillar work will be found in this report, showing maps locating the works and different views showing the pillar falls, and other information pertaining to Big Vein pillar works. This will no doubt be a source of much information to others in drawing Big Vein pillars in the region.



The first pillar is started back at "A" and fracture due to the first break is shown at "B." This extends to the space at "C." The distance from "A" to "B" is forty feet (40) or forty feet (40) of pillar has been taken out when first fall occurs.

The second fall occurs at point "D" and fracture line extends to space "E" at the Redstone seam. This shows sixty feet (60) feet of pillar taken out and the probable height that has broken down into the Redstone coal, or about forty feet (40.)

The third fall extends to "F" and the fourth to "G," the line of fracture in the latter case extending to a space "H" at the top of the Lower Sewickly, which is eighty-five feet (85) above the floor of the Pittsburg seam. The pillars have been drawn back one hundred feet (100).

When pillars have been drawn back a distance of one hundred and sixty feet (160) to "K," the break extends to the point "Lm" at the bottom of the Sewickly sandstone, which is fourteen feet (14) thick.

When the pillars are drawn back a distance of two hundred and twenty feet (220) to "M" the fracture extends to the surface at "N," a height of two hundred and fifty feet (250) above the floor of the Pittsburg seam. This fracture line is approximately correct as shown on sketch No. 3 and is based on actual survey and observation of a large number of surface breaks in relation to the mine workings.

Sketch No. 4 is a plan illustrating a case from actual location. A block of coal three hundred feet (300) by three hundred and fifty feet (350) has been mined and pillared and the strata above have been fractured to the surface as shown by the approximately parallel broken lines.

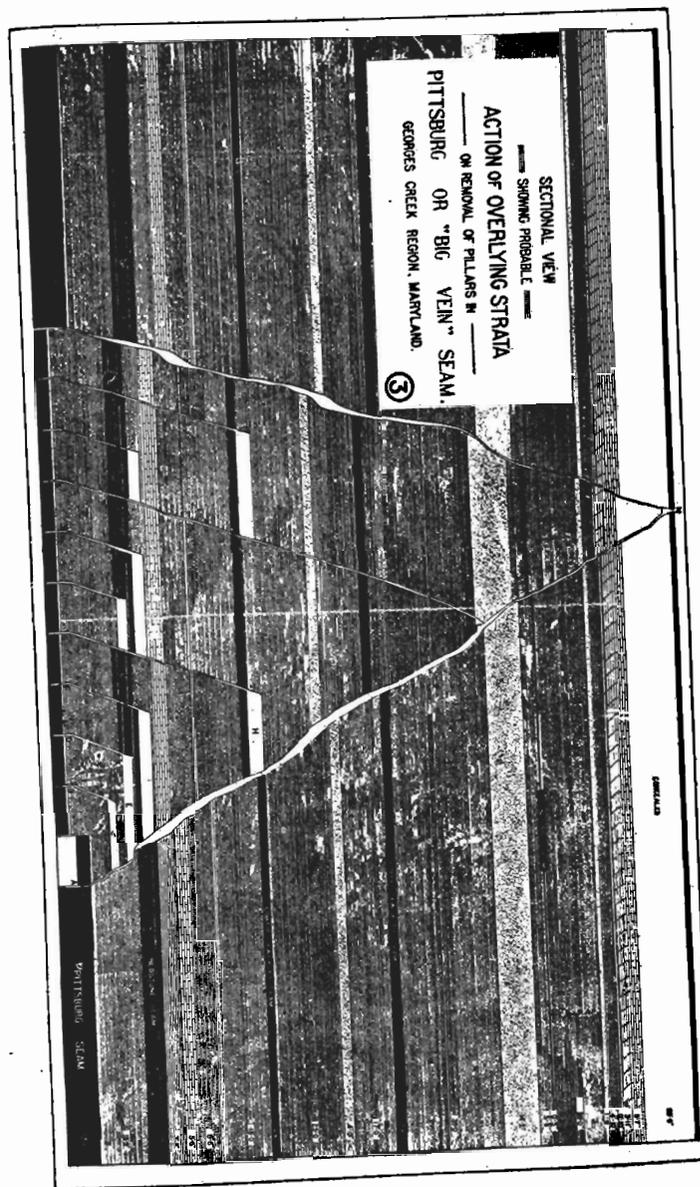
The first surface break is between rooms Nos. 1 and 2 and is about seventy feet (70) from the barrier pillar. The strata at this point is one hundred and seventy (170) feet. The average angle of fracture from the vertical is twenty-two and one-half degrees ($22\frac{1}{2}$). No. 1 pillar was taken out from No. 2 room, No. 2 pillar from No. 3 room and No. 3 pillar from No. 4 room. The break along barrier pillar at top of rooms is at an angle of fourteen degrees (14) from the vertical, while the break along the left hand pillar of No. 4 room is nearly vertical.

Sketch No. 4, taken in connection with sketches Nos. 2 and 3, therefore, indicates that, until a pillar fall extends to the surface, the fracture is conical in shape, but as the pillar line extends down the rooms beyond the first surface break, the strata fractures on a nearly vertical line.

A good recovery of coal from pillars depends largely on the foreman or pillar bosses and the miners, or the men who do the actual work. All pillars should be inspected daily by the foreman or his assistants, one of whom should be on hand when any fall is made.

If the foreman observes closely the condition of each pillar and the action of the falls when made, he is able to decide the size of stump to be taken out to relieve the weight at the right time. The plan of taking out coal, regardless of the action of the strata, until the place falls, which is the rule at a great many mines throughout the United States, is certainly a dangerous as well as expensive practice and very often produces a large percentage of fine coal and very often a loss of from twenty (20) to thirty (30) percent of the pillar. Furthermore, if the strata is thick, a squeeze takes place sooner or later under such conditions, closing all the work in the immediate vicinity and generally extending to a point where there is sufficient coal to withstand the weight of the overlying strata.

Each fall should be made of sufficient size and the stump removed in a given period, in order to have the coal out and timber drawn by the time a section of the strata breaks loose. This should greatly relieve



any weight on the next block while coal is being taken out. By following this up systemtically, it is possible to prevent excessive weight on the pillars at all times, with a high percentage of recovery and a reduced timber cost, and with increased safety to the workman.

As to the thickness of pillars in the Pittsburg seam, with the strata of one hundred (100) to five hundred (500) feet thick, the following rule should be a safe one to follow, where the pitch is from one (1) to five (5) percent:

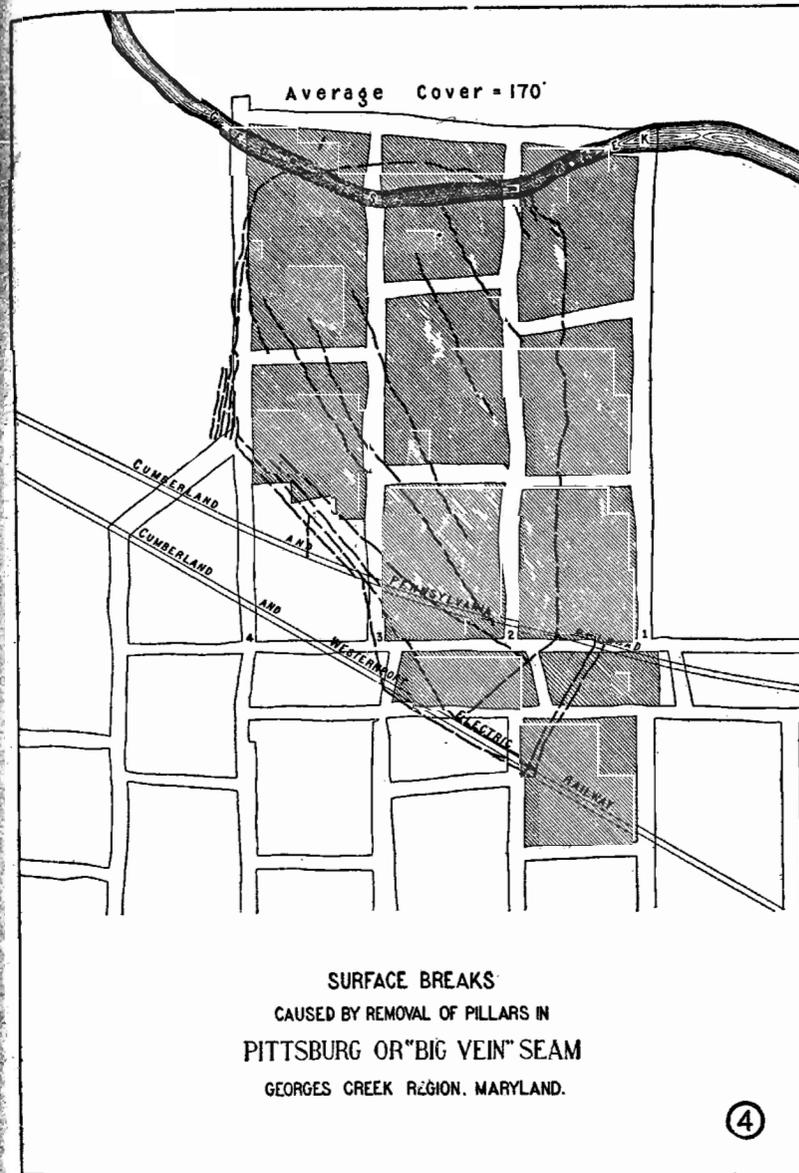
| Thickness of Surface | Thickness of Pillars George's Creek | Thickness of Pillars Fairmont |
|----------------------|-------------------------------------|-------------------------------|
| 100 | 25 | 18 |
| 150 | 32 | 20 |
| 200 | 40 | 25 |
| 250 | 50 | 30 |
| 300 | 60 | 35 |
| 350 | 70 | 40 |
| 400 | 80 | 45 |
| 450 | 90 | 50 |
| 500 | 100 | 55 |

These figures are based on experience in this seam, where the floor or bottom is hard and not affected by water. For a fire clay bottom somewhat thicker pillars would be necessary to withstand any extraordinary weight that takes place. Rooms should not be more than fourteen feet (14) in width in the George's Creek Region and twenty feet (20) in the Fairmont Region.

One of the abuses practiced in the mining of coal pillars is "slabbing," or "taking up a skip." This is usually done to prevent the laying of turns. When the room is driven up and the pillar ready to start, the oreman instructs the miner to start back say one hundred feet (100) from the face, take fifteen feet (15) of a slab and bring the pillar back. If the miner is not watched closely, before the place is up fifty feet it is so wide that it falls, or if he is successful in getting up the room with the skip and starts back with the pillar, as soon as the fall occurs, it usually covers up a part or all of the pillar, down to where the slab or skip was started. Then the expense to mine owner and danger to miner commences. At the edge of fall the pillar is then cut through and an effort made to take the coal out between the two falls, with the result that fifty percent (50) of the coal is lost with an extra amount of timber used, while the coal recovered is in such poor marketable condition from weight and fine slate that the salesman and manager are confronted with numerous kicks and complaints from the customer.

The splitting of the pillars to avoid cleaning up rooms that have been left stand is another dangerous and sometimes expensive practice. It appears that, if the cleaning up and timbering of these rooms be prohibitive on account of expense, the proper method would be to split the pillar leaving a few feet next to the room and the thicker portion of the pillar next to the fall. If the pillar is not thick enough to do this, the only thing left is the "skip" or "slab," which should only be taken wide enough for the car and clearance for the driver to pass. Splitting pillars in the center has been found to be undesirable, unless in first working they have been left double the size necessary.

Taking stumps out by driving along or up the fall side of a pillar is objectionable as a slide from the next pillar fall often takes place, leaving a portion of the stump that is impossible to recover at reasonable expense.



All mine work should be so arranged that the pillar can be started back as soon as the room is finished. Where the faces and butts are absent as is the case in the George's Creek region, points should be set for all crosscuts through pillars where the thickness exceeds thirty feet (30). The distance these crosscuts should be apart depends on the size of the pillar. In the George's Creek field the following rule has given good results:

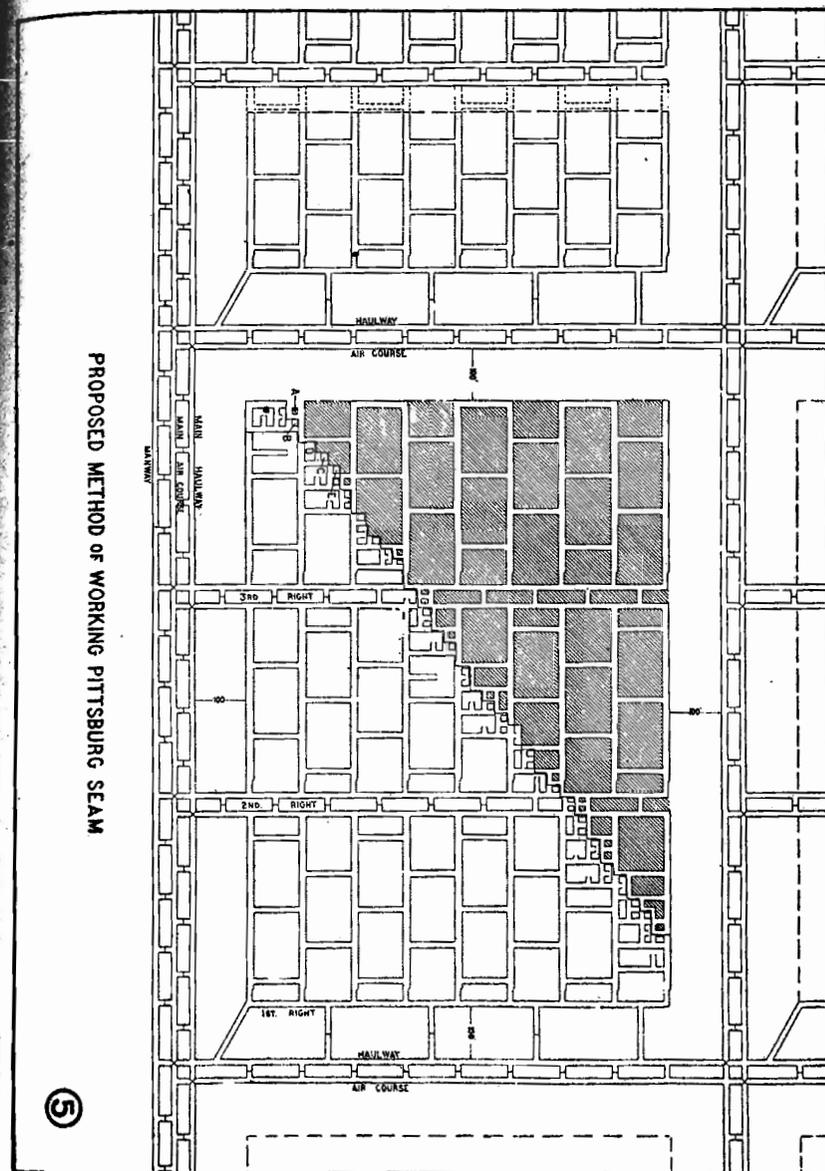
With pillars twenty-five feet (25) thick, blocks fifteen feet (15) by twenty-five feet (25) should be cut off and split up, leaving four feet (4) next to the fall. This fourfoot (4) stump should be taken out first and fall made. The remaining stump ten feet (10) by fifteen feet (15) should then be taken out from the main room. For a pillar thirty-two feet (32) thick, the same size block can be cut off and a ten foot stump left on the side as or a twenty-five foot (25) pillar. All pillars can be cross-cutted in this manner until a thickness of sixty feet (60) is reached, after which larger blocks should be cut off. For a hundred foot (100) to thirty-five feet (35) apart and split through twice, thus making about six falls in a block thirty-five feet (35) by one hundred feet (100).

Where roof is very good and coal hard as found in some sections of the Fairmont field, falls can be made larger, but where roof is bad and coal soft, it has been found that the short falls give the best results.

In the George's Creek region a system of setting posts three feet apart on lower side of cross-cuts in pillar work and flush against the coal has given good results in protecting the stump below from the fall above. When set in good condition these posts allow all the coal to be taken out to the fall above, thus increasing the recovery at least two percent (2 pct.)

Careful surveys and measurements by the Engineering Department of the Consolidation Coal Company in the Maryland field for the five years ending January, 1911, show a recovery of eighty-six percent (86 pct.) of coal by that company from "Big Vein" pillars. Ten percent (10 pct.) of this pillar coal was recovered from old workings where the rooms have been standing from fifteen to thirty (30) years with pillars left too small to properly support the strata. In these old workings seventy-five percent (75 pct.) of the coal in pillars is being recovered. Exclusive of this and following the method above outlined, the recovery from pillars is over ninety percent (90 pct.)

Sketch No. 5 shows proposed method of working Pittsburg seam. This plan consists of driving three-room headings in each panel, making a block of eight hundred feet (800 feet) by eleven hundred feet (1,100 ft.) The third heading should be completed first and No. 8 pillar started back from No. 7 room. All falls should be stepped and should be from twelve feet (12 ft.) to fifteen feet (15 ft.) apart. The blocks should be taken out in the following order: Block "A" in No. 1 pillar third heading has been removed. Block "B" should be taken out next. Block "C" in No. 2 pillar is now removed. Block "D" should then be split and top end taken out first. This process is repeated throughout the entire panel. Care should be taken when any extra weight manifests itself to stop all places that might throw weight on the weak points until the latter have been removed. This work should be left to the judgement of the foreman or pillar boss.



List of Executive Mine Officials of Allegany and Garrett Counties.

| Name of Company. | Superintendent's Name and Address. | Name of Foreman. | Name of Mine. | No. of Openings | Coal Seam Developed | | Where Located. | Owner of Land Being Worked | Transportation. |
|--------------------------------|---------------------------------------|--------------------|--------------------|-----------------|--|--------------------------------------|----------------|------------------------------------|------------------|
| | | | | | Geological Names. | Local Name. | | | |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Thos. McFarland | Mine No. 1 | 1 | Pittsburg | Big Vein | Ocean | Consolidation Coal Co. | C. & P. R. R. |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Douglas Shaw | Mine No. 2 | 1 | Upper Sewickley | Tyson | Ocean | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Wm. Steeman | Mine No. 3 | 2 | Pittsburg | Big Vein | Hoffman | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Jas. Weston | Mine No. 4 | 1 | Pittsburg | Big Vein | Eckhart | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Robert L. Edwards | Mine No. 5 | 2 | Upper Sewickley | Tyson | Midland | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Edgar Rowe | Mine No. 6 | 1 | Upper Sewickley | Tyson | Lord | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Jenkin Daniels | Mine No. 7 | 2 | Pittsburg | Big Vein | Lord | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Wm. H. K. Thomas | Mine No. 8 | 1 | Pittsburg | Big Vein | Midland | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Edward Jenkins | Mine No. 9 | 2 | Upper Sewickley | Tyson | Attegany | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Wm. England | Mine No. 10 | 1 | Upper Sewickley | Tyson | Eckhart | Consolidation Coal Co. | " |
| Consolidation Coal Co. | H. V. Hesse, Frostburg, Md. | Alex. Neal | Mine No. 11 | 1 | Upper Sewickley | Tyson | Frostburg | Consolidation Coal Co. | " |
| Mont & George's Creek Coal Co. | Martin Condry, Frostburg, Md. | Chas. Murray | Washington No. 1 | 2 | Pittsburg | Big Vein | Eckhart | Consolidation Coal Co. | " |
| Mont & George's Creek Coal Co. | Martin Condry, Frostburg, Md. | Wm. Condry | Washington No. 2 | 3 | Upper Sewickley | Tyson | Eckhart | Consolidation Coal Co. | " |
| Mont & George's Creek Coal Co. | Wm. E. Brown, Westernport, Md. | Frank Brown | Washington No. 3 | 2 | Lower Kittanning | Davis Six Foot | Westernport | Piedmont & George's Creek Coal Co. | " |
| Mont & George's Creek Coal Co. | Wm. E. Brown, Westernport, Md. | E. F. Lambert | Washington No. 4 | 1 | Lower Kittanning | Davis Six Foot | Westernport | Piedmont & George's Creek Coal Co. | " |
| Mont & George's Creek Coal Co. | Wm. E. Brown, Westernport, Md. | John Machin | Washington No. 5 | 6 | Bakerstown | Barton Four Foot | Westernport | Piedmont & George's Creek Coal Co. | " |
| York Mining Co. | Wm. H. Hamilton, Mt. Savage, Md. | John Casey | Union No. 1 | 1 | Pittsburg | Big Vein | Allegany | New York Mining Co. | " |
| York Mining Co. | Wm. H. Hamilton, Mt. Savage, Md. | John Casey | Union No. 1 | 1 | Upper Sewickley | Tyson | Allegany | New York Mining Co. | " |
| York Mining Co. | Wm. H. Hamilton, Mt. Savage, Md. | John Hannon | Union No. 2 | 1 | Pittsburg | Big Vein | Allegany | New York Mining Co. | " |
| York Mining Co. | Wm. H. Hamilton, Mt. Savage, Md. | John Hannon | Union No. 2 | 1 | Upper Sewickley | Tyson | Allegany | New York Mining Co. | " |
| York Mining Co. | Wm. H. Hamilton, Mt. Savage, Md. | James Aldon | Union | 3 | Pittsburg | Big Vein | Allegany | Union Mining Co. | " |
| York's Creek Coal Co. | R. L. Somerville, Lonaconing, Md. | Nath. Somerville | Cutter No. 1 | 2 | Pittsburg | Big Vein | Lonaconing | Maryland Coal Co. | " |
| York's Creek Coal Co. | R. L. Somerville, Lonaconing, Md. | David Dunn | Nos. 12, 13 and 14 | 3 | Pittsburg | Big Vein | Lonaconing | Maryland Coal Co. | " |
| York's Creek Coal Co. | R. L. Somerville, Lonaconing, Md. | Douglas Somerville | Cooper No. 16 | 2 | Upper Sewickley | Tyson | Lonaconing | Maryland Coal Co. | " |
| York's Creek Coal Co. | E. R. Clayton, Lonaconing, Md. | Richard Spears | Kingsland | 6 | Pittsburg | Big Vein | Lonaconing | Maryland Coal Co. | G. C. & C. R. R. |
| York's Creek Coal Co. | E. R. Clayton, Lonaconing, Md. | Richard Spears | Tyson No. 1 | 1 | Upper Sewickley | Tyson | Lonaconing | Maryland Coal Co. | G. C. & C. R. R. |
| York's Creek Coal Co. | Wm. A. Somerville, Cumberland, Md. | John Askey | Enterprise | 2 | Pittsburg | Big Vein | Midland | Consolidation Coal Co. | C. & P. R. R. |
| York's Creek Coal Co. | Wm. A. Somerville, Cumberland, Md. | Frank Stohl | Trimble | 2 | Pittsburg | Big Vein | Mt. Savage | Midland Mining Co. | " |
| York's Creek Coal Co. | Thos. Bathgate, Barrellsville, Md. | Geo. Waddell | Parker | 1 | Clarion | Parker | Barrellsville | Cumberland Basin Coal Co. | " |
| York's Creek Coal Co. | Thos. Bathgate, Barrellsville, Md. | J. J. Golby | Bond | 1 | Brookville | Blubaugh | Barrellsville | Cumberland Basin Coal Co. | " |
| York's Creek Coal Co. | Thos. Bathgate, Barrellsville, Md. | Thos. Evan | Slope | 1 | Lower Kittanning | Davis Six Foot | Barrellsville | Cumberland Basin Coal Co. | " |
| York's Creek Coal Co. | John Frenzel, Barton, Md. | John Frenzel | Swanton | 3 | Pittsburg, Upper Sewickley, Bakerstown | Big Vein, Tyson and Barton Four Foot | Barton | Cumberland Basin Coal Co. | " |
| York's Creek Coal Co. | Howard Hitchins, Frostburg, Md. | Harry Hitchins | Carlos | 1 | Pittsburg | Big Vein | Carlos | Consolidation Coal Co. | " |
| York's Creek Coal Co. | Patrick Brophy, Frostburg, Md. | Patrick Brophy | Borden | 1 | Pittsburg | Big Vein | Frostburg | Borden Mining Co. | " |
| York's Creek Coal Co. | Chas. G. Watson, Mgr., Frostburg, Md. | Joseph Whitfield | Bowery | 3 | Pittsburg, Upper Sewickley | Big Vein, Tyson | Midlothian | Borden Mining Co. | " |
| York's Creek Coal Co. | W. H. Morgan, Frostburg, Md. | Frederick Rephann | Short Gap | 2 | Lower Kittanning | Davis Six Foot | Clarysville | George's Creek Basin Coal Co. | " |
| York's Creek Coal Co. | Duncan Sinclair, Fairmont, W. Va. | Wm. Thompson | Koontz No. 1 | 5 | Pittsburg | Big Vein | Lonaconing | New Central Coal Co. | G. C. & C. R. R. |
| York's Creek Coal Co. | Duncan Sinclair, Fairmont, W. Va. | Wm. Thompson | Koontz No. 2 | 1 | Upper Sewickley | Tyson | Lonaconing | New Central Coal Co. | G. C. & C. R. R. |
| York's Creek Coal Co. | Jas. J. Dobbie, Lonaconing, Md. | Chas. Bowden | Pekin | 7 | Pittsburg | Big Vein | Pekin | Piedmont Mining Co. | G. C. & C. R. R. |
| York's Creek Coal Co. | Henry Mertens, Cumberland, Md. | Robert Gunning | Montell | 1 | Lower Kittanning | Davis Six Foot | Clarysville | Wachovia Coal Co. | G. C. & C. R. R. |
| York's Creek Coal Co. | Wm. A. Somerville, Cumberland, Md. | Edward Brennan | Moscow No. 3 | 1 | Bakerstown | Barton Four Foot | Moscow | A. B. Shaw | C. & P. R. R. |
| York's Creek Coal Co. | John Rankin, Piedmont, W. Va. | Ernest Schell | Elkhart | 2 | Bakerstown | Barton Four Foot | Westernport | Pheonix & George's Creek Coal Co. | " |
| York's Creek Coal Co. | Thos. Harris, Piedmont, W. Va. | Thomas Harris | Penn | 4 | Bakerstown | Barton Four Foot | Westernport | Cumberland George's Creek Coal Co. | " |
| York's Creek Coal Co. | O. Tibbetts, Beryl, W. Va. | Harry Wilson | Buxton | 1 | Lower Kittanning | Davis Six Foot | Franklin | Western Maryland Railroad Co. | W. M. R. R. |
| York's Creek Coal Co. | W. H. Morgan, Barrellsville, Md. | Joseph Finzel | Trotter Run | 2 | Lower Kittanning Brookville | Davis Six Foot, Blubaugh | Barrellsville | Maryland Coal & Iron Co. | C. & P. R. R. |
| York's Creek Coal Co. | Lewis Harris, Westernport, Md. | Lewis Harris | Moscow No. 1 | 1 | Bakerstown | Barton Four Foot | Barton | Franklin Coal Co. | C. & P. R. R. |
| York's Creek Coal Co. | Wm. Hamilton, Mt. Savage, Md. | P. H. Gallagher | Potomac | 2 | Bakerstown | Barton Four Foot | Barton | Barton & George's Creek Coal Co. | C. & P. R. R. |
| York's Creek Coal Co. | J. L. Dobbie, Lonaconing, Md. | Robt. Russell | Caledonia | 3 | Lower Kittanning | Barton Four Foot | Barton | Potomac Coal Co. | C. & P. R. R. |
| York's Creek Coal Co. | J. L. Dobbie, Lonaconing, Md. | Robt. Russell | Caledonia | 3 | Lower Kittanning | Barton Four Foot | Barton | American Coal Co. | C. & P. R. R. |

LIST OF EXECUTIVE MINE OFFICIALS FOR GARRETT COUNTY.

| | | | | | | | | | |
|--------------------------------|--|-------------------------|------------------------|---|--------------------------|------------------|-------------|--------------------------------|---------------|
| Garrett County Coal Mining Co. | Jas. G. Boyd, Blaine, W. Va. | Geo. L. Campbell | Dill Nos. 1 and 2 | 2 | Lower Kittanning | Davis Six Foot | Blaine | Blaine Mining Co. | W. M. R. R. |
| Garrett County Coal Mining Co. | Sheridan Stottlemeyer, Chaffee, W. Va. | Rutherford Stottlemeyer | Chaffee | 2 | Lower Kittanning | Davis Six Foot | Chaffee | Three Forks Coal Mining Co. | W. M. R. R. |
| Garrett County Coal Mining Co. | Geo. C. McFarlane, Barnum, W. Va. | H. B. Kight | Dodson Nos. 1, 2 and 3 | 3 | Lower & Upper Kittanning | Davis Six Foot | Dodson | Garrett County Coal Mining Co. | W. M. R. R. |
| Monroe Coal Mining Co. | Geo. C. McFarlane, Barnum, W. Va. | L. R. Kight | Elk Run Nos. 1 and 2 | 2 | Lower Kittanning | Barton Four Foot | Barnum | Monroe Coal Mining Co. | W. M. R. R. |
| Pattison Coal Co. | Carrol Pattison, Bloomington, Md. | Carroll Pattison | Pattison Nos. 1 and 2 | 2 | Lower Kittanning | Barton Four Foot | Bloomington | Bloomington Coal Co. | B. & O. R. R. |
| Bloomington Coal Co. | E. R. Brydon, Bloomington, Md. | Chas. Brendling | Empire Nos. 1 and 2 | 2 | Lower Kittanning | Davis Six Foot | Bloomington | Bloomington Coal Co. | B. & O. R. R. |
| Potomac Valley Coal Co. | Alfred Fortney, Kitzmiller, Md. | Geo. Hose | Darwin Nos. 1, 2 and 3 | 3 | Upper Freeport | Thomas | Kitzmiller | Potomac Valley Coal Co. | W. M. R. R. |
| Branard Coal Co. | Jas. Christopher, Branard, Md. | Jas. Christopher | Stoyer No. 1 | 1 | Upper Freeport | Thomas | Branard | Branard Coal Co. | W. M. R. R. |
| S. H. Jordan | S. H. Jordan, Keyser, W. Va. | John Clark | Deal | 1 | Upper Freeport | Thomas | Deal | S. H. Jordan | W. M. R. R. |
| Geo. W. Lichinel, Local | Geo. W. Lichinel, Swanton, Md. | Geo. W. Lichinel | Blocker | 1 | Upper Freeport | Thomas | Swanton | Deal | W. M. R. R. |
| Gutchall & Gates Coal Co. | J. C. Chenowith, Bayard, W. Va. | J. C. Chenowith | Nethkin | 1 | Upper Freeport | Thomas | Bayard | Gutchall & Gates | W. M. R. R. |

LIST OF LOCAL COAL DEALERS IN ALLEGANY COUNTY.

| | | | | | | | | |
|------------------------------------|------------------------------------|-----------------|------------------|---|-----------------|------------------|------------|------------------------|
| Frostburg Fuel Co. | Jno. E. Taylor, Frostburg, Md. | Louis Walbert | Tyson No. 2 | 1 | Upper Sewickley | Tyson | Frostburg | Consolidation Coal Co. |
| Big Savage Mountain Fire Brick Co. | D. A. Armstrong, Frostburg, Md. | Albert Shuck | Big Savage No. 1 | 1 | Freeport | Thomas | Allegany | |
| Sullivan Coal Co. | Dennis Sullivan, Eckhart, Md. | Dennis Sullivan | Boston | 2 | Big Vein | Tyson | Eckhart | |
| Brailer Coal Co. | David Brailer, Mt. Savage, Md. | David Brailer | Bald Knob | 1 | Pittsburg | Big Vein | Mt. Savage | Brailer Coal Co. |
| Samuel H. Smith | S. H. Smith, Midlothian, Md. | S. H. Smith | No. 1 | 1 | Pittsburg | Big Vein | Midlothian | |
| Solomon Brode | Solomon Brode, Frostburg, Md. | Solomon Brode | Nos. 1 and 2 | 2 | Pittsburg | Big Vein | Frostburg | |
| Michael Barnard | Michael Barnard, Eckhart, Md. | Michael Barnard | No. 1 | 1 | Pittsburg | Big Vein | Eckhart | New York Mining Co. |
| Jacob Miller | Jacob Miller, Lonaconing, Md. | J. H. Miller | No. 1 | 1 | Pittsburg | Big Vein | Lonaconing | |
| A. B. Shaw | A. B. Shaw, Moscow, Md. | A. B. Shaw | Shaw No. 1 | 1 | Bakerstown | Barton Four Foot | Moscow | A. B. Shaw |
| William Anderson | William Anderson, Lonaconing, Md. | Wm. Anderson | Detmold | 1 | Pittsburg | Big Vein | Lonaconing | Maryland Coal Co. |
| William S. Barnes | William S. Barnes, Midlothian, Md. | Wm. Barnes | No. 1 | 1 | Pittsburg | Big Vein | Midlothian | Cumberland Coal Co. |