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BY THE HOUSE OF DELEGATES,
January 28th, 1878.

Read, and 500 copies ordered to be printed.

By order,

MILTON Y. KIDD,
Chief Clerk.

SECOND
ANNUAL REPORT
OF
PETER CAIN,
INSPECTOR OF MINES,
TO THE
GOVERNOR OF MARYLAND,
DECEMBER 31, 1877.

ANNAPOLYS:
George Colton, Printer to the General Assembly.
1878.

APPENDIX.

REPORT.

CUMBERLAND, ALLEGANY COUNTY, Md.,

December 31st, 1877.

To His Excellency, John Lee Carroll,

Governor of Maryland, Annapolis, Md.,

Sir:—Pursuant to the requirements of the Act of 1876, Chapter 173, the undersigned, Mine Inspector for the Counties of Allegany and Garrett, in the State of Maryland, respectfully submits to your Excellency his Second Annual Report, for the year ending December 31st, 1877.

The coal business of the Cumberland region, during the past year, has not, from various causes, been as large and remunerative as formerly, the quantity of coal mined being less, and the prices realized therefor lower than in 1876.

A variety of causes, not within the control of operators, conduced to this unfavorable result. The general depression in manufactures of all kinds throughout the country, the curtailment in steamship transportation, the long continued strike of the boatmen on the Chesapeake and Ohio Canal, and the recent strike on the Baltimore and Ohio Railroad, in July last, all contributed to the curtailment of the quantity of coal mined from this region.

The Clearfield coal fields of Pennsylvania, during these troubles, sent their operators into the market, and to some extent diverted the trade from our mines, and by a reduction in price for their coal, secured in several instances, contracts, that, but for the interruptions above noted, would have, as heretofore, been held and filled by our own region.

Our Coal Companies and operators, by reason of a greatly diminished demand for their products, and the cutting down of prices in all branches of trade, as well as the sharp competition offered by the owners of Clearfield coal, felt necessitated to put their product into market, at a price that would enable them to hold their trade and justify purchasers in con-

tinning the use of our coal, confessedly the best for manufacturing and steam generating purposes on this Continent.

To do this, it became necessary to secure some reduction in the price of mining coal, as well as more favorable rates of transportation for it to the seaboard. The price paid for mining in this region, was then 65 cents per ton. A reduction, therefore, in the price of mining, of 15 cents per ton, was proposed to the miners by the Companies and operators in the region. This proposal was rejected, and for a while there was an almost complete suspension of mining throughout the Cumberland coal field.

After considerable delay, however, and repeated consultations between the Companies and the men, coal-digging was resumed at 55 cents per ton, at which price it has continued until the present time.

A more satisfactory adjustment and modification of coal transportation rates, too, was had with the carriers by rail and canal—thus, in some measure, removing the obstacles standing in the way of a more successful production at our mines.

The settlement of the difficulties above enumerated, was immediately followed by a vigorous resumption of the coal trade here, and the shipments by rail and canal, for the balance of the season, have been unprecedented in the history of our coal fields; and had it not been for the late freshets, shutting off entirely canal transportation, and interrupting for several days railroad facilities, the total of coal mined and shipped here, notwithstanding the earlier derangements of the trade, would have borne a fair comparison to the product of 1876. Yet, despite the difficulties and obstacles above enumerated, as occurring in this region during the past year, the production of coal, from all sources here, has been large, and on footing up the totals of shipment by rail and canal, it will be found that the quantity so mined and shipped to market from these coal fields, aggregate the quantity of fifteen hundred and seventy-five thousand tons. This is exclusive of local consumption.

During the past year, the undersigned visited regularly, and at short intervals, as required by the law, the various mines in the region, and gave to their inspection a more careful and particular examination than heretofore, in order to see that the provisions of the law, in regard to the safety and ventilation of the mines, were strictly complied with. This he was the better enabled to do by his experience of last year, and a greater familiarity with localities, as well as

a personal knowledge acquired by repeated visits and observation.

These visits, he has reason to believe, have had a beneficial effect, and were productive of real good, and though he has not felt called upon to note any marked neglect on the part of operators, or any serious violation of the law; yet, the fact that frequent visits were made by him to each mine, was itself calculated to prompt due attention to the provisions and requirements of the Act of 1876, and warn, as it were, all parties interested, of the consequences of neglect of the duties imposed upon them thereby.

Another good effect, too, produced by the performance of these duties, is the satisfactory assurance given the miner, that his interests are looked to, and the preservation of his health, as well as his life, made a principal care and object by the passage of this special Act of the Legislature of Maryland.

These good results, the undersigned takes pleasure in stating, have been measurably promoted by the operators and Companies themselves, who promptly second all efforts made to satisfy any reasonable demands, and to aid in removing all cause of antagonism between employer and employee.

The casualties occurring in the mines of this region, during the past year, have been but few, and considering the numbers employed therein—about three thousand—the accidents slight, serious or fatal, are surprisingly meagre, and compare satisfactorily with those in other States, where legislation on the subject is so much more special.

Casualties in 1877.

April 11th.—At the Miller or National Mine, William Shaw, aged 19 years, was injured fatally by a fall of breast coal, and died the following evening. He was unmarried.

April 17th.—William White, at the Caledonia Mine, was somewhat hurt by a fall of breast coal, whilst mining, but soon recovered from his injuries.

May 5th.—James Cregan, at the Miller or National Mine, was slightly injured by a fall of breast coal, but recovered in a few days.

May 10th.—James Harvey, at the New Hope Mine, had his leg broken by a fall of breast coal, rendering him unable to work for several weeks.

At the same mine, Charles Mussetter, about 16 years old, a driver in the mines, was caught between the mine cars and fatally crushed, dying from his injuries within a week after.

May 11th.—Thomas C. Morgan, at the Atlantic and George's Creek Mine, was fatally injured by a fall of roof coal, his back being broken by the fall. He survived but a few hours.

September 10th.—David E. Lewis, at the Astor Mine, aged 45 years, was killed by a fall of roof coal, whilst removing pillars in the mine. He left a wife and six children.

Henry Ellis, aged 30 years, was also killed by the same fall of coal and left a wife and two children.

September 19th.—Edward Goodman, was slightly injured by a fall of slate, at the Miller or National Mine, but recovered from his injuries in a few days after.

October 10th.—Joseph Cook, at the Astor Mine, was slightly hurt by a fall of slate from the roof, but recovered shortly after.

These are the only casualties reported to the Mine Inspector. Some few others of a trivial character occurred, of which no notice was given him.

The Act of 1876, makes it the duty of the Coroner, in cases of fatal accidents in the mines, to notify the Mine Inspector of such accidents; but as there is no Coroner in Allegany County, no notification was given officially to him in any case.

The Cumberland and Pennsylvania Railroad, which traverses the great coal field of this region, from Cumberland ascending to the town of Frostburg and then down the valley of George's Creek, a distance in all of thirty miles, furnishes transportation for nearly all the coal taken from the mines themselves, to the line of the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal; except the product of the Hoffman and contiguous mines, which is carried down by the Eckhart Railroad, leading from the picturesque Eckhart Village to Cumberland, ten miles distant.

Ascending by the Cumberland and Pennsylvania Railroad, going from Cumberland, the various mines are reached in the following order:

Union Mining Company's Mine.

This mine, which is in charge of Benjamin Thomas, Esq., is situated about $2\frac{1}{4}$ miles west of the village of Mount Savage, and has a tram-road $2\frac{1}{4}$ miles long. It has two drift openings, numbered respectively 6 and 7. It has a vein of excellent coal from 18 inches to two feet thick and mined by room and rib system. The shipments this year have been very

light; but few men being employed. Furnace ventilation is not needed here.

Old Allegany Mine.

This is the property of the Consolidation Company and has not been worked for several years.

New Hope Slope and New Mine.

This mine belongs to the Consolidation Coal Company too. James B. Thomas, Esq., is Superintendent, and Benjamin J. Thomas, Boss Miner.

At this opening, on the top of the slope, there is a stationary engine to haul up the coal. The distance from the top of the slope or opening to the first right hand heading is 900 feet—and to the left hand heading 1,000 feet. There are four right hand headings all running the same course; S. 30° W., with air courses parallel with each other, and four left hand headings, all running N. 22° E., with air courses as above stated. The slope has two courses—1,200 feet S. 30° E., and 2,000 feet, S. 60° E., in all 32,000 feet. The rooms are all the same course, right and left, N. 60° W., and are double rooms.

There is another opening called the New Mine, with one main heading and three cross-headings. Course of main heading, S. 40° W., distance 3,776 feet, of cross-headings, S. 70° W., with air courses parallel. The course of the mine is N. 60° W. Rooms are broken off the headings 100 feet apart. The air passes from the new mine to the slope heading to the air shaft and furnace. It is 226 feet from the furnace to the top of the air shaft, by which this mine is well ventilated.

Borden Mine.

This is the property of the Borden Mining Company, and is located at a point nearly opposite the New Hope Mine and three-fourths of a mile east of Frostburg. A. C. Greene, Esq., is Superintendent, and John Davis, Mining Boss. In April last when Mr. Davis took charge of this mine, it was in a very dangerous condition, but it is now in safe working order.

Two main headings are being worked in it at present. The course of the first heading from mouth of mine is N. 35° W., and is 1,400 feet in length; and a branch of this heading runs N. 10° E. The length of this heading is 3,960 feet. No rooms are being worked; the only work done is principally removing pillars. These pillars are 38 feet in width. Rooms

have been broken off of the headings 8 feet wide, increasing to 13 feet, leaving the pillars 25 feet. On the south side the headings are all worked out. There are two planes here—the upper one 530 feet and the lower one 1,600 feet long and terminating at the line of the Cumberland and Pennsylvania Railroad.

Hoffman Mine or Ocean No. 3.

This is the property of the Consolidation Coal Company, and situated two miles southeast of Frostburg. James B. Thomas, Esq., is General Superintendent, and Joseph B. Thomas, Assistant Superintendent, and James Sloan, Mining Boss. There is a slope at this mine 1,500 feet, running S. 78° W., with stationary engine of 80 horse power at the top, to haul up the coal. A small engine under ground hauls from the bottom of the slope to the "lye," a distance of 1,400 feet, making ten trips daily, and drawing about 800 tons per day. From the "lye" to the face of the heading is 3,600 feet, the distance hauled by horses. In this mine two headings are worked at present. In 13 headings the pillars are being removed, the course being S. 5° W., distant from main heading 1,800 feet, with rooms broken off S. 60° E. Rooms 13 feet, pillars 30 feet. There are 14 headings running S. 5° W., distant 1,500 feet from main heading, with rooms S. 60° E., and 13 feet wide, pillars 30 feet. This mine is well ventilated with air shaft 100 feet from top of stack to the furnace, which, in size, is 6 feet from bars to top of arch, and 6½ feet across; length of arch 11 feet. This draws air fully 3½ miles.

Astor Mine.

This mine also belongs to the Consolidation Coal Company, and superintended by the same officers as the Hoffman mine. Formerly a slope opening and stationary engine were used, but now the coal is hauled through the old Hoffman mine, by a small engine, a distance of 8,800 feet. The only work being done here is drawing pillars, the coal being carried 3,900 feet to the "lye." An air shaft and furnace secure proper ventilation.

Borden Shaft.

This property of the Borden Mining Company is situated about 2½ miles southwest of Frostburg, and is the only shaft at work in the region. It is very complete in all its details.

A. C. Green, Esq., is Superintendent, and William G. McMillan, Mining Boss. From bottom of shaft to the platform is 164 feet, and from that point to the place where the coal is

dumped is 179 feet. The hoisting capacity is one car per minute. The mine has 10 or 11 main headings, with air courses. The first main heading runs from bottom N. 65° W., a distance of 2,200 feet. A branch heading S. 35° W. 1,000 feet, 7 or 8 other headings varying from N. S° E. to N. 11° E., and running from 1,750 to 3,000 feet. A heading at back of main heading, and running same course 2,000 feet, and a slant heading running to the air shaft and furnace; another heading leading from the latter heading 100 feet, with rooms S. 86° E., up to the air shaft and furnace. Depth of air shaft 36 feet by 5½ feet diameter. At bottom 10 feet, 10 feet up, inclining to above diameter 5 feet. From air course to centre of shaft 20 feet, where a brick stack is erected high enough to reach above bottom of stone work of shaft. Crosscut where furnace is, is arched with brick and 10 feet inside diameter. The furnace is inside the arch which connects with the stack by flue from inside bridge wall. In outside bridge wall, in ash pit, is an opening 16x18 inches, with slide door attached, so as to be closed or opened at will. When open, the air passes through the inner ash pit, where it connects with flue from furnace. Between the two arches are several openings to admit a current of air to pass freely into the bottom of the shaft. Two openings are cut in the coal and connect with bottom of shaft, and large enough to pass all around the stack in bottom. The air through these openings is partly rarified before it comes in contact with the great heat through the stack, and thus there is no danger of the metals being melted by the heat of the furnace. The heating department contains 27 square feet, and is closed in front like the fire doors of a stationary engine.

Blaen Avon Mine.

This mine is located 1½ miles northwest of Borden shaft, and is the property of the Blaen Avon Coal Company, and in charge of Archibald Stewart, Esq., as Superintendent. A tram-road 406 feet long leads to the bottom of the plane, which is 804 feet in length. This mine is well ventilated, and has three headings working. The dip-heading is driven in over 3,200 feet, and a branch heading of same over 2,300 feet. The upper heading is over 2,450 feet. All are driven N. 24° E., and the rooms N. 25° W. Rooms are broken off in every 45 or 50 feet, 8 feet wide, increasing to 13½ and 14 feet, and every fifth room being driven up to the other heading, secures good air through the working mine.

Johnson Mine

Is located ¼ mile from Blaen Avon Mine, and belongs to the New Central Coal Company, and has not been worked for two years.

Midlothian Mine

Is half mile from Johnson Mine, and also belongs to the New Central Coal Company. The Mining Boss is James H. Howie. It is located west of the C. and P. R. R., and is connected therewith by a siding $1\frac{1}{4}$ miles long. From the mouth of the mine is a tram-road 1,200 feet long. There are two openings. In one, the coal is nearly worked out, and in the other the pillars are being drawn. They have a natural ventilation, with trap doors, &c., and in the old mine a small fire lamp draws out the foul air. But few men are working in this opening.

Ocean Mine,

The property of the Consolidation Coal Company, is located about two miles southwest of the Borden shaft, on the line of the C. and P. R. R., and the opening is nearly on a level with its track. James B. Thomas is Superintendent, and John Ford is mining boss.

Miller or National Mine,

Belongs to the Hampshire and Baltimore Coal Company, and is distant one mile from the Ocean Mine. Chas. Shaw, Esq., Supt., and Robert J. Anderson, Mining Boss. It has a drift opening from 30° to 45° E., and running 1,800 feet, and a slope at the latter point $31\frac{1}{2}^{\circ}$ W., a distance of 870 feet, with stationary engine of 50 horse power. The headings from the bottom of the slope run N. $47\frac{1}{2}^{\circ}$ E., varying by angles from 1,200 to 1,400 feet. Rooms are 14 feet wide, pillars from 35 to 40 feet, and run S. 60° W. In May last the engine in the mine took fire, and the boss miner, by skill and pluck, succeeded, after great exertions, in company with his men, in suppressing the fire and preventing serious injury. The ventilation is good throughout this mine.

Midland Mine,

Is distant $1\frac{1}{2}$ miles from the Miller Mine, and belongs to the same Company, and is under the same officers last named. Here are two drift openings, but not worked for a year past. The plane here is 1,000 feet long. There are three headings; the first N. $77\frac{1}{2}^{\circ}$ E., 200 feet; the second S. 64° E., 1,720 feet; the third S. 56° W. 1,000 feet. Rooms 14 feet, pillars 30 to 35 feet. From first opening to second one is a tram-road 660 feet, S. 29° E. The main heading is S. 64° E., 940 feet, and a branch heading therefrom S. 2° W. to the outcrop. The ventilation is also good.

Old Lonaconing Mine,

The property of the George's Creek Coal and Iron Company, is $2\frac{1}{2}$ miles from the Midland, on the C. & P. R. R. John Douglas, Esq., is Superintendent, and John Boyd, Mining Boss. It is near the village of Lonaconing—has an incline plane of 400 feet, and has not been worked much this summer. It is well ventilated by two air shafts, with furnaces—has good heading roads, is well drained and safely timbered. A small engine hauls under ground about one mile, the coal mined—the smoke from the engine being controlled by double trap doors. Headings are 8 feet wide, and rooms broken off 8 feet in width, increased to $13\frac{1}{2}$ and 14 feet. In general, the road is over the centre of the room, with a row of props on either side, making it convenient for loading, and also safe for working.

New Lonaconing Mine,

Near to the Old Lonaconing Mine, belongs to the last named Company, and is in charge of John Douglas, Sr., Superintendent, and John Douglas, Jr., Assistant Superintendent. It was known as the "Buck Hill Coal Property," and is divided into two nearly equal parts, by two headings, parallel with each other, and run S. 55° E., and are in a distance of over 3,000 feet. Cross-headings are cut at intervals of 500 feet, and on the right of the main heading they run S. 15° , or 17° W., and the others N. 50° E. All the rooms are driven from these cross-headings, parallel with main heading, or S. 55° E. Cross-headings are from 1,500 to 1,834 feet. The width of the coal breast at the face of the main heading is about 3,700 feet. In this mine where the pillars have been drawn, the yield of coal was 11,000 tons per acre taken out. The plane is 600 feet long. In general the ventilation is good, and several headings have been driven out on the side of the mountain, to daylight.

Big Vein Mine,

Is the property of the New Central Coal Company, and is a half-mile west of the New Lonaconing Mine. Robert Boyd, Esq., is Superintendent, and William Powell, Mining Boss. Its incline plane is 3,00 feet long, and it has two main headings driven in over 3,000 feet. Its course is S. 70° E. Six cross-headings on the right of main heading, 15° W., and three on the left, running N. 60° E. The course of the rooms is 40° E., and are broken off from the cross-headings. Two or three headings are driven out to daylight on the mountain side, securing good air, and adding to the proper ventilation.

Koontz Mine,

Belongs to the New Central Coal Company, and is in charge of Malcom Sinclair, Superintendent, Robert Boyd, Assistant, and August Reichard, Mining Boss. The mine is west of the C. & P. R. R., and distant therefrom two miles, connected by a tram-road, operated by a small locomotive. This tram-road leads from the dump to the foot of the incline plane, 700 feet long, and at the top of which is another tram-road, 150 feet to the mouth of the mine. This mine is driven in more than a mile, and 300 men could be engaged therein, if needed. Its capacity at present, is from 500 to 600 tons per day. The ventilation is not good, the need of an air-shaft and furnace being apparent.

Old Detmold Mine,

One-fourth of a mile west of Lonaconing, is the property of the Maryland Coal Company, and is in charge of James T. Little, Esq., Superintendent. It has an incline plane 1,200 feet long, worked by an endless rope, and has three openings at this place. At the top of the plane is the old mine, with air shaft 35 feet deep, and a brick stack 26 feet high on the surface. There is a furnace at the bottom of the shaft, 5 feet wide and $4\frac{1}{2}$ feet high from bars to top of arch, and 10 feet long from front of arch to its back. The work of this opening is principally the taking out pillars, and but few men are so employed. The ventilation is not good, owing to black damp coming from the old workings. There is a tram-road $\frac{3}{4}$ of a mile leading to the other openings, and all the coal is let down the same plane. The second opening, midway the tram-road, is nearly worked out. The other opening, called the "Kingsley Mine," has three main headings, with air courses parallel, and rooms broken off 8 feet, and widened to 14 feet. The ventilation, though not bad, needs attention, and preparations are being made to improve it by an air shaft and furnace.

New Detmold Mine,

Belongs to the same Company, but has not been worked for the last two years.

Jackson Mine,

The property of the American Coal Company, is at Lonaconing, and in charge of A. J. Clark, Esq., Superintendent, and John Bradburn, Mining Boss. It is east of the C. & P. R. R., and has a plane 900 feet long, and a tram-road $1\frac{1}{4}$ miles in length, and operated by a small locomotive. There are three drift openings, in one of which the pillars are being taken out. This mine is well conducted, and thoroughly

ventilated, and has been so since the first visit of the Mine Inspector.

Atlantic Mine,

Is situated at the village of Pekin, one mile west of Lonacoring, and is the property of the Atlantic and George's Creek Coal and Iron Company. John Sheridau, Esq., is Superintendent, and Andrew Mains, Mining Boss. It has one main heading, N. 60° W. Five headings are broken off of the main one to the right, N. 10° E., and six headings to the left, and running S. 60° W. The rooms are from 13½ to 14 feet—the same course as main heading. The mine is well ventilated, and has two or more headings driven out to daylight, on the mountain's side—which secures pure air. A tram-road 2,500 feet long, leads from the mouth of the mine to the top of the plane, and is operated by a small locomotive. The plane is 900 feet in length, with endless rope, to draw up the empty and let down the loaded mine cars.

Piedmont Mine,

The property of the Piedmont Coal and Iron Company is one mile west of Atlantic Mine, and near the village of Barton. John Somerville, Esq., is Superintendent, and Robert Shaw, Mining Boss. This mine is nearly worked out, and there remain only a few pillars. It has two planes—one 2,100 feet, the other 2,000 feet long. This mine is thoroughly ventilated.

There is another opening near the C. & P. R. R., in a 3 feet vein of good coal, and worked on a new system, called "Long Wall Working," and is worked all in one breast; each miner having from 25 to 30 feet of breast. When all the coal is thus taken out, props are put up as they proceed, to support the roof, and the space filled with the "Gob" securely behind them. This system produces abundant ventilation.

Swanton Mine,

The property of the Swanton Coal Company, is partly in Allegany County, near Barton, and partly in Garrett County. The Superintendent is Archibald McDonald, Esq. It is called the "Potter Opening," has two headings, one S. 45° W., the other W. 60° N. The course of the rooms is the same as latter. The mining here is principally drawing the pillars. A tram-road, 1,000 feet long, leads to the Old Swanton Mine, and extends through a heading therein, which is kept open for the purpose of taking that coal to the top of the plane, which is 5,000 feet long. Little is being done in the

old mine, a few men being employed in taking out p
The length of the plane to the dump is 2,800 feet.
two openings are well conducted, and properly ventila
natural ventilation.

Caledonia Mine

Is the property of the American Coal Company, and
located at Barton. Joseph McCormick is Mining Boss
A. J. Clark, Superintendent. But little coal has been
ped from this mine for some time past. Some years si
came near being closed up for want of timbers, and fro
ing lain idle so long; but the present mining boss ha
proved it very much of late, and it is now well timbere
in good working order.

It has three headings. The main one, S. 40° W
other two, cross-headings, run S. 65° W., with rooms
wide, and N. 56° W., and pillars from 30 to 35 fee
tram-road of 400 feet, over which the coal passes to th
of the plane, is 2,500 feet long. The ventilation is go

Potomac Mine,

One-fourth of a mile from Barton, is the property of t
tomac Coal Company, and in charge of George Lyons,
Superintendent. This mine is nearly worked out, n
remaining but stumps of pillars. It has a tram-road
feet long to the first plane, which is 600 feet long. A
plane is 1,600 feet in length.

Barton Mine

Is in charge of the same Superintendent, and belongs
same Company. This mine was in a dangerous con
when first visited by the Mine Inspector, but the S
tendent when he took charge of it, cleared it up and tic
it safely, and has driven a plane in the inside through
workings 1,500 feet, S. 58° E., which will be of much
fit in the taking out of the coal and in the saving of
labor. There is another plane on the outside, 1,50
long, which connects with the same tram-road leading
the Potomac Mine. The ventilation is good.

George's Creek Valley Mine

Is the property of John M. Kelly & Bro., and is locate
mile southeast of Barton, on the C. & P. R. R., and h
low vein of coal, three feet in height, and worked
room and rib system. It is good, clean coal—but ship
this year have been light. This is comparatively
mine.

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Proprietor

Phoenix Mine,

The property of the George's Creek Mining Company, lies west of the George's Creek Valley Mine about three-fourths of a mile. H. Crawford Black, Esq., is Superintendent, and Patrick Grant, Mining Boss. It has two inclined planes—one 1,800 feet and the other 450 feet long. There are three main headings, N. $2\frac{1}{2}^{\circ}$ W., each with air course, and rooms N. 81° W. This mine has not been worked the past year.

Franklin Mine,

The property of the Franklin Coal Company, is within $1\frac{1}{2}$ miles of Westernport. H. C. Black, Esq., is Superintendent, and John Whitefield, Boss Miner. It has three drift openings, two planes, and a tram-road leading to these drifts. The first plane is 3,300 feet long—divided into two parts, with a wheel-house in the centre. The second plane is 300 feet long, and is at the mouth of the first opening. There are three main headings running S. 65° W., with air courses parallel with main heading, and rooms N. 51° W. In this mine they work the top coal up to the slate, requiring props from 11 to 12 feet long. Rooms are 13 feet, and pillars from 30 to 35 feet. The ventilation is generally good. A tram-road one mile long leads to the other two openings, and is worked by a small locomotive. These two openings are nearly worked out, nothing remaining but stumps of pillars.

Hampshire Mine,

The property of the Hampshire and Baltimore Coal Company, is in charge of Charles Shaw, Esq., Superintendent, and is situated $1\frac{1}{2}$ miles from Westernport. It has an incline plane 2,000 feet long, and a tram-road from the plane to mouth of mine, about 2,300 feet in length, and operated by a small locomotive. It has two drift openings, both conducted properly as to ventilation and timbering, and are perfectly safe.

New Reading Mine,

Is the property of the New Reading Coal Company, and in charge of John M. Kelley, Esq., Superintendent, who, with others, constitute the Company. It lies half a mile from the town of Westernport, and has the low three feet vein of coal of good quality, and its capacity is 250 tons of coal per day. The ventilation is good.

There are in Garrett County two coal mines: the Llangollen Mining Company's Mine, at Bloomington, and the Offutt Mining Company's Mine, four miles west of Oakland; neither of which have been worked during the past year.

In some few instances in visiting the mines, attention was called to the existence of "black damp" in some of the long unused, and where pillars were being drawn; but on notice given by the undersigned, the proper remedy was applied by those in charge, and the cause of complaint once removed.

In concluding this, his Second Annual Report, the undersigned asks leave to refer to the suggestions contained in his First Annual Report, of December 30, 1876, as embraced in the way of suggestions that he desires to make.

The law as it now stands is, in many particulars, defective, and should be amended, so as to make it more effectually subserve the humane purposes contemplated by the Legislature, in placing it on the statute book.

Very Respectfully,

PETER C. ...

Mine Inspector for Allegany and Garrett Counties, Maryland.