
REPORT
OF THE
INSPECTOR OF MINES
FOR 1880.

REPORT

OFFICE OF MINE INSPECTOR

For Allegany and Garrett Counties,

POMPEY-SMASH, MARYLAND,

December 31st, 1880.

To his Excellency, Wm. T. Hamilton,

Governor of Maryland:

SIR:—Having had the honor of receiving a commission from you, bearing date of May 3rd, 1880, appointing me Inspector of Mines for the Counties of Allegany and Garrett, in the State of Maryland, I beg leave to report, that I qualified as such officer, by taking the oath required, and entered upon the discharge of my duties on the date above mentioned.

Being aware of the existence of much dissatisfaction among the miners of this region, in regard to the condition of the mines, and the places where they respectively worked, I immediately determined upon making a thorough inspection and examination of every mine and of every working place in the mines in the coal region of Allegany and Garrett counties. To this work I devoted several months of arduous labor, having visited and examined every working place in each and every mine in the two counties; and it affords me much pleasure to inform your Excellency, that I found on the part of the mine owners a disposition to obey both the spirit and intent of the law.

The sections of the law requiring the mine owners to furnish the miners with timber, to be used in the protection of their persons and lives, and providing also for a fair weighing of the coal after it is mined, work well and give general satisfaction, and have eradicated a great deal of discontent from the minds of miners.

I am sorry, however, to state that the section of the law relating to the ventilation of our mines, is deficient in several essential particulars. I am now collecting data upon this subject, which will enable me to suggest some amendments to the law in my next annual report, when the Legislative Body of the State will be about to assemble.

The following Table gives the number of casualties in the Mines, from May 3rd, 1880, to December 31st, 1880.

DATE.	Name of Person.	Name of Mine.	Remarks.
1880			
May 8	Patrick Connelly.	Old Lonaconing.....	Crushed by a mine car.
" 21	Wm. Liddell.....	Blaen Avon.....	Hurt by fall of top coal.
" 27	Chas. Katbaugh...	" " " " " " " " " "	" " " " " " " " " "
June 5	Robt. Dick.....	Big Vein.....	" " " " " " " " " "
" 5	Wm. Wilson.....	Koontz.....	" " " " " " " " " "
" 6	Mungo Walker.....	Big Vein.....	" " " " " " " " " "
" 14	Tallab'm Williams	Borden.....	" " " " " " " " " "
" 18	Chris. Knoepp.....	" Shaft.....	" " " " " " " " " "
July 27	Jno. McGrady.....	Kingsland.....	Crushed between car and prop.
" 27	Jos. Whitehead.....	Koontz Tram-Road.....	Arm broken by mine car.
Aug. 9	Jas. Brolderick....	Koontz Mine.....	Hurt by mine and died of injuries
" 16	Jas. Barber.....	Midlothian.....	" fall of breast & top coal "
" 16	Ernest Horseman.	Jackson.....	Ran over by mine car "
Sept. 2	Wm. Douglas.....	Koontz.....	Kicked by a horse "
Dec. 16	Wm. Close.....	Johnson.....	Lost a leg by mine car.
			Crushed by a fall of breast coal.

The following shows the number of instant deaths from casualties in the mines during the current year, with the verdict of the Jury of Inquisition in each case:

1880, May 27. John Watson, killed in Big Vein Mine. Inquest before C. S. Murphy, Acting Coroner. Thomas Brown, Mine Inspector, being present. Verdict: That deceased, (John Watson,) came to his death, May 27th, 1880, by a fall of roof coal, caused by a loaded car striking and knocking out a prop in the fourth right heading. Big Vein Mine, owned and operated by the New Central Coal Company of Allegany county, Maryland.

1880, July 28. Wm. Cunningham, killed in Phoenix Mine. Inquest before — Fazenbaker, Acting Coroner. Thomas Brown, Mine Inspector, being present. Verdict: That deceased, (Wm. Cunningham,) came to his death in the Phoenix Mine, owned and operated by the Maryland Union Mining Company, on the 28th day of July, 1880, by a fall of breast coal by which his skull was fractured. No blame attached to the officials of the company.

John Watson, the first mentioned victim, was a single man, and left no family.

Wm. Cunningham was married, and left a widow and six children.

General Remarks.

The coal mined and shipped from the Maryland region during the current year, will exceed two million (2,000,000) tons in amount, an increase of nearly half a million tons over the preceding year. The year has been a prosperous one for the leading coal companies of the region, and also for the miners employed by them.

There has been no general strike among the miners this season. Some trouble arose at several of the mines among the drivers, and my exertions were used to have the difficulties satisfactorily settled.

There was a strike among the employes of the C. & P. Railroad Company, and also among the boatmen of the C. & O. Canal, which had the effect of curtailing shipments of coal.

The prospect for the coal trade next season seems good; the completion of the new outlet from the coal regions, namely, the George's Creek and Cumberland Railroad, will have a tendency to reduce freight rates, which will enable our coal operators to compete with other soft coal regions of adjoining States. The new outlet will likewise add to the trade of the C. & O. Canal, the litigation pending so long

having been decided by the Court of Appeals, so as to assure a connection between the two lines of transportation.

Ventilating Furnaces.

There are only nine furnaces for ventilating purposes in the whole extent of our coal region, the most of the mines being ventilated upon the natural mode. As I consider this subject of the most vital importance in connection with my duties as inspector, I shall enlarge more fully upon it in my next annual report, and offer some suggestions for the consideration of the General Assembly.

A Good Record for the Consolidation Coal Company.

This company has mined and shipped, during the current year, over half a million tons of coal, without the loss of a single life.

There being no appropriation, out of which the publication of this report could be paid, I have not deemed it necessary to enter more fully into the details of mining operations in this region; nor have I thought it advisable to burden the report with any suggestions or recommendations concerning the interior regulation, management and ventilation of mines. I am, however, collecting information and data upon these subjects, which are of so great importance to the safety of the persons, and the protection of the lives of our miners, and will lay my deductions before you and the General Assembly, for respectful consideration, in my next report.

All of which is most respectfully submitted.

THOS. BROWN,
Inspector of Mines for
Allegany and Garrett Counties.

APPENDIX.

TABLE No. 2.—The Cumberland Coal

FROSTBURG REGION.							
CUMBERLAND & PENNSYLVANIA R. R.				CUMBERLAND C.&I.Co's R.R.		Geo.'s	
By B&O R.	By C&O C.	By P.R.R.	Total.	By B&O R.	By C&O C.	Total.	C&O C.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1842	757		757	951		951	
1843	3,661		3,661	6,421		6,421	
1844	5,156		5,156	9,734		9,734	
1845	13,738		13,738	10,915		10,915	
1846	11,240		11,240	18,555		18,555	
1847	20,615		20,615	32,325		32,325	
1848	36,571		36,571	43,000		43,000	
1849	63,676		63,676	78,773		78,773	
1850	73,783	3,167	76,950	119,023	875	119,898	
1851	70,893	51,438	122,331	103,808	31,540	135,348	
1852	128,534	46,357	174,891	139,925	19,562	159,287	
1853	150,381	84,060	234,441	155,278	70,535	225,813	
1854	148,953	63,731	212,684	173,580	92,114	265,694	
1855	93,691	77,095	170,786	97,710	100,691	198,401	
1856	86,994	80,387	167,381	121,945	105,149	227,094	
1857	80,743	55,174	135,917	88,573	54,000	142,573	
1858	48,018	166,712	214,730	66,009	87,539	153,548	
1859	48,415	211,639	260,054	72,423	86,203	158,626	
1860	70,669	232,278	302,947	80,500	63,600	144,100	
1861	23,878	68,303	92,181	25,983	29,296	55,279	
1862	71,745	75,206	146,951	41,096	23,47	64,574	
1863	117,796	173,269	291,065	111,087	43,523	154,610	
1864	287,126	194,120	481,246	67,676	64,522	132,198	
1865	384,297	285,295	669,592	104,651	57,907	162,558	
1866	592,938	291,019	883,957	52,251	52,159	104,410	
1867	623,031	385,249	1,008,280	40,06	72,904	113,010	
1868	659,115	424,406	1,083,521	100,345	57,919	158,264	
1869	1,016,777	573,243	1,590,020	130,017	78,908	208,925	
				2,092,657	1,192,224	3,284,881	
CUMBERLAND BRANCH.							
1870	909,511	520,196	1,429,707	114,404	83,941	198,345	
1871	1,247,279	656,065	1,903,344	69,864	194,254	264,118	
1872	1,283,956	612,537	2,021,493	26,586	203,666	230,152	
1873	1,509,570	641,220	2,250,790	89,765	137,582	227,347	
1874	1,295,804	631,882	1,927,686	67,671	113,670	181,341	
1875	1,095,880	715,673	1,811,553	52,505	164,165	216,670	
1876	939,262	443,435	1,382,697	131,866	15,285	147,151	
1877	755,278	473,646	1,228,924	139,808	63,181	202,989	
1878	823,801	486,038	1,309,839	145,864	99,455	245,319	
1879	933,240	397,009	1,330,249	145,703	123,166	268,869	
1880	1,055,491	471,800	1,527,291	141,907	104,238	246,145	
1881	1,113,263	270,156	1,383,419	174,737	131,325	306,062	
				1,536,920	271,570	1,808,490	83,136
	17,895,796	9,861,825	27,757,621	1,334,319	1,255,717	2,589,036	83,136

*Includes 59,138 tons used on line of Cumberland and Pennsylvania Railroad Baltimore and Ohio Railroad Company in locomotives, rolling mills, &c.
†Of this amount 35,149 tons were shipped to Chesapeake and Ohio Canal via

Trade from 1842 to 1881, inclusive—40 Years.

CREEK & CUM. R. R.					PIEDMONT REGION.		Total by Bal & Ohio Rail Road		Total by Ches'a'pk & O. Canal	Total by Penna. R. R.	Aggreg't
Pa. R. R.	Le'1	Total.	Total.	By B&O R.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
							1,708			1,708	
							10,082			10,082	
							14,890			14,890	
							24,653			24,653	
							29,795			29,795	
							52,940			52,940	
							79,571			79,571	
							142,449			142,449	
							192,806	4,042		196,848	
							174,701	82,978		257,679	
							268,459	65,719		334,178	
							376,219	157,760		533,979	
						73,725				73,725	
						181,303				181,303	
						227,245	65,570			292,815	
						269,210	42,765			311,975	
						252,368	51,628			303,996	
						218,318	63,060			281,378	
						257,740	47,934			305,674	
						289,298	52,564			341,862	
						85,554	36,660			122,214	
						69,482	36,627			106,109	
						266,430	36,240			302,670	
							44,552			44,552	
							71,345			71,345	
							90,964			90,964	
							72,532			72,532	
							88,658			88,658	
							83,724	1,230,518	652,151	1,882,669	
										2,190,673	
W. V. M's					Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
						28,035	60,988	1,112,938	604,137	1,717,075	
						81,218	96,453	1,494,814	850,339	2,345,153	
						85,441	121,364	1,517,347	816,103	2,355,471	
						77,582	103,793	1,780,710	778,802	2,674,101	
						57,492	109,194	1,576,160	767,064	2,410,895	
						63,537	90,800	1,302,237	879,838	2,342,773	
						108,723	7,606	1,070,775	632,440	1,835,081	
								818,459	584,994	1,403,453	
								924,254	609,204	1,533,458	
								51	501,247	501,247	
							66,573	1,319,589	603,125	2,134,446	
							88,722	* 1,478,502	504,818	2,261,918	
						125,097	4,947	213,180	657,325	1,475,969	
						125,097	4,947	213,180	25,537,451	12,901,634	
									1,459,901	39,898,986	

and its branches, and at Cumberland and Piedmont; also 194,820 tons used by the Piedmont, B. & O. R. R., to Cumberland.