

very slight, as he walked to the engine house, but he died in twenty minutes.

On November 24, John Swartz, while ascending Shaft No. 3, South Wilkes-Barre, fell in the cage; was caught between the buntion and the cage and was instantly killed. His laborer cut his hand slightly, and Swartz was taking him home, and when they came to the foot of the shaft, the miner, laborer and a bratticeman stepped on the cage. They had the laborer in the middle, Swartz holding on to one hand rail, and the bratticeman the other. The cage was raised very slowly, but when it was within one hundred feet of the surface, Swartz let go of the laborer and the hand rail and fell forward.

Frank Mulligan was laboring in the slope of Baltimore Shaft No. 2. In hoisting a trip, a car got off the track. The car was down so that the axles were on the rails, and they could not get it up with a lever. The runner then signaled the engineer to pull the trip up the slope, to give them a better chance at it. At the first pull, the car that was off the road swung around in such a manner that its side struck a prop and knocked it out, permitting some loose top coal to fall, which caught Mulligan and killed him.

David S. Davis and three other men were working at repairs in the Stanton shaft. The cage had been taken off and replaced by a bucket, used in hoisting water. On top of the bucket was a strong, substantial platform. The men worked upon this platform. After completing their work, they ascended to the top, but the engineer pulled the bucket up about two and one-half or three feet above the landing. Davis jumped from the platform and fell backwards into the shaft.

John Kani was opening a chamber on the Cooper plane in Wanamie No. 18. When putting off a blast, he ran out the gangway in the direction the coal would go. It caught him, and injured him so that he died six days after.

On December 9 an explosion of dynamite occurred at the South Wilkes-Barre colliery, Lehigh and Wilkes-Barre Coal Company, that caused the death of five men and the serious personal injury of three others. The company has a rule prohibiting men from taking any high explosive down the shaft with them, as an empty cage is provided for that purpose. On the above date, Mathew Phillips, a miner employed in driving a gangway in the Baltimore seam, procured a box of dynamite at the supply house, brought it to the head of the shaft, descended and reported to the fire boss. He and his laborer returned to the foot of the shaft and waited for the dynamite. There were four cases sent down on the cage, three for a contractor, who is driving a tunnel, and one for Phillips. Phillips and his laborer, James McGlynn, took their box from the

cage, Phillips carrying it; went around the shaft to the empty track side, walked up on the east side empty car road, when the dynamite exploded, instantly killing Mathew Phillips, James McGlynn and Arthur Jones, and injuring Robert Humbleby so that he died in the ambulance as he was being taken to the hospital, and Charles Stafford, who died the following morning. George Knauer, Evan L. Jones and Neil Sweeney were severely injured and several others were more or less severely bruised. In my investigation, and also at the inquest held by the coroner, it was impossible to obtain any information regarding the cause of the accident, as every person in the immediate vicinity of the explosion was instantly killed. Phillips was a careful, experienced miner, accustomed to handling dynamite and had worked in the same gangway for two years, and was constantly using explosives. The force of the explosion was so great that it displaced the main air bridge that crosses the empty car roadway, and dislodged a number of props that were standing along the road side.

Peter Perhavage was a laborer in the Franklin. On December 9 his miner wanted him to help stand a prop at the face of the chamber, but a car being pulled up to the face, he refused to stand the prop before loading the car. His miner, instead of insisting upon his standing the prop, permitted him to have his way. When the car was about half loaded the roof came down in the middle of the road and instantly killed Perhavage.

Benjamin Davis, miner; Anthony Perok and Thomas Posak, laborers, were instantly killed at Shaft No. 3, Kingston Coal Company, on December 11. They worked on the engine plane in the Orchard seam, Davis in the top lift on the left of the plane, Perok and Posak on the lift below. There is a manway on each side of the plane, and the extension of the plane goes out to the surface. Davis, having finished his day's work, came out to the plane and crossed it, then stood with his back to the pillar. The laborers walked up the manway on their side of the plane and stood with him. The plane runner, who was switching cars from the top lift on one side of the plane to the top lift on the other side, told them to get out of the way, but they refused to do so. The trip was pulled above the latches, and as they began to slack down, the coupling broke between the rock car and the upper car of coal, allowing the nine cars to run away. An empty car jumped the track at the frog, caught the men and pinned them against the pillar.

James Sullivan was killed by falling into the elevator shaft of the Auchincloss breaker on December 12. The breaker had stopped running at 10.30 A. M., but the elevator was going until 3.45 P. M. After the breaker stopped, Sullivan had been put to work cleaning

out one of the screens, and the assistant foreman saw him at his work at 3.30 P. M., but he fell into the elevator shaft, seventy-five feet away from his work.

James Dudson, a laborer in the Conyngham, had been notified on the morning of December 22 not to run any loaded cars out of the counter in which he was working, as there were runners employed for that purpose. After loading their last car, he and his partner ran it out to the gangway; the front end of the car struck the head block, throwing the hind end off the road, catching Dudson's head against a prop, killing him instantly.

Joseph Depedaro fell into the conveyors at the North American Washery, although he had been ordered not to go near them, as the culm he was wheeling was blocking up the conveyor line, and should have been dumped at the foot wheel. In spite of his orders he went twenty feet beyond the foot wheel, and when he fell he was dragged around the wheel and killed.

John Pelkis, a miner at No. 1 Shaft, Kingston Coal Company, was struck by a small piece of coal flying from a blast on December 30. The injury he received seemed very slight, as there was only one cut visible on his head, but he died December 31.

### Improvements Made by the Lehigh and Wilkes-Barre Coal Company During the Year 1902.

Hollenbeck No. 2.—Erection of new boiler house at shaft and the installation of two batteries of water tubular boilers of 500 horsepower each, with a forced fan draft system, and under ash ducts.

A second opening from the top split to the bottom split in Red Ash seam, No. 2 Tunnel, east, to provide ventilation for these workings.

Extension of No. 2 Slope on a grade of seven degrees through rock, from the bottom split to the bottom split in the Red Ash seam, cutting top split of Red Ash seam. This extension was made for the purpose of opening up a larger area for No. 2 Slope.

South Wilkes-Barre No. 5.—Erection of a 35-foot Guibal fan at No. 1 air shaft for ventilating western portion of South Wilkes-Barre mine.

Stanton No. 7.—Erection of forced fan draft system at shaft boiler house.

Sugar Notch No. 9.—Erection of new boiler house and installation of two batteries of tubular boilers of 500 horse power each, with a forced fan draft system and under ash ducts.

Lance No. 11.—Erection of new boiler house at shaft and installation of one battery of 500 horse power water tubular boilers.