

ANNUAL REPORT
OF THE
MINING INSPECTOR
OF THE
STATE OF MARYLAND

Under the Supervision of the State Board of Labor and Statistics
CHAS. J. FOX, Chairman

From May 1st, 1917, to May 1st, 1918



TO THE
HON. EMERSON C. HARRINGTON
GOVERNOR OF MARYLAND

Compliments of JOHN L. CASEY,
State Mine Inspector



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LETTER OF TRANSMITTAL.

FROSTBURG, MD., May 1, 1918.

To His Excellency,
EMERSON C. HARRINGTON,
Governor of Maryland:

Sir—I have the honor to submit herewith my Second Annual Report as State Mining Inspector for Allegany and Garrett Counties for the period from May 1, 1917, to May 1, 1918, in compliance with the requirements of the Mining Laws of the State of Maryland.

Respectfully yours,

JOHN L. CASEY,
Mining Inspector.

REPORT OF STATE MINE INSPECTOR.

To His Excellency,

HON. EMERSON HARRINGTON,
Governor of Maryland:

Sir—The Report herewith submitted is for the period from May 1, 1917 to May 1, 1918, being my Second Annual Report, and which embraces the Forty-second Annual Report upon the conditions of the coal mines within the State.

The reports from the various mining operations throughout the State show the tonnage to be as follows:

	1918			1917		
	Pick	Machine	Total	Tonnage	Increase	Per Cent.
Coal.....	3,931,524	258,712	4,190,236	3,956,581	233,655	5.9

The production of coal for the State of Maryland for 1918 was 4,190,236 tons, showing an increase of 233,655, or 5.5 per cent., over that of 1917.

ALLEGANY COUNTY PRODUCTION.

During the year ending May 1, 1918, Allegany County employed 3195 miners, 361 drivers, 558 inside laborers and 728 outside laborers, making a total of 4842 men, showing a decrease of 23 men compared with that of the previous year.

The production of coal for Allegany County for the year ending May 1, 1918, was 3,316,860 tons, showing an increase of 227,463 tons over that of 1917. It also shows a production of 1038 tons for each miner employed during the year of 1918.

GARRETT COUNTY PRODUCTION.

During the year ending May 1, 1918, Garrett County employed 776 miners, 124 drivers, 91 inside laborers and 228 outside laborers, making a total of 1219 men, showing an increase of 284 men compared with that of the previous year.

The production of coal for Garrett County for the year ending May 1, 1918, were 873,376 tons, showing an increase of 6192 tons over that of 1917. It also shows a production of 1125 tons for each miner employed during the year of 1918.

TONNAGE PER FATALITY.

In Allegany County for the year of 1918 there was 255,143 tons of coal produced for each fatal accident, while in Garrett County for the same year there was an average of one life lost for each 109,172 tons of coal produced.

FIRE CLAY PRODUCTION.

During the year ending May 1, 1918, the clay mines in Allegany County employed 93 miners, 16 drivers, 21 inside laborers, 51 outside laborers, making a total of 181 men, showing an increase of 12 men over that of 1917.

The production of clay for Allegany County for 1918 was 85,942 tons, showing an increase of 5477 tons over that of 1917. It also shows a production of 923 tons of clay for each miner employed during the year of 1918.

NON-FATAL AND FATAL ACCIDENTS.

There was 335 non-fatal accidents reported from May 1, 1917, to May 1, 1918. There were 21 fatal accidents, the classifications of which are as follows:

Cause of Accident	Number
By fall of rock.....	6
By fall of top coal.....	2
By fall of bone coal.....	1
By fall of breast coal.....	2
By mine cars.....	4
By explosion of powder.....	2
By pillar slide.....	1
By electricity.....	2
By shaft.....	1
Total.....	21

The fatality rate, however, is far too high, and it is hoped that with the earnest co-operation of the mine operators and miners, both individually and collectively, this fatality rate will be materially reduced.

LABOR CONDITIONS.

I am very glad to report that during the year of 1917-1918 there were no strikes whatever, neither in Allegany County nor Garrett county, due to the following agreement between operators and miners passed at Washington, October 6, 1917:

WASHINGTON, D. C., October 6, 1917.

The following agreement, supplemental to the existing Interstate and District Agreement, is entered into with the hope and belief that the advance in wages will result in increased production of coal and the abolition of local strikes:

It is agreed—

(1) That the mining prices for mining mine-run coal, pick and machine, in the present contract be advanced 10 cents per ton.

In the Block Coal Field of Indiana the screen coal price to be advanced 12½ cents per ton.

(2) That all day labor and monthly men except trappers and other boys be advanced \$1.40 per day. Trappers to be advanced 75 cents per day. Boys now being paid more than \$1.90 per day and less than men's wages shall be advanced \$1.00 per day.

(3) That all yardage, dead work and room turning be advanced 15 per cent.

(4) Subject to the next Biennial Convention of the United Mine Workers of America, the Mine Workers' representatives agree that the present contract be extended during the continuation of the war, and not to exceed two years from April 1, 1918.

Whereas, stoppage of work in violation of the agreement has become so serious as to menace the success and perpetuity of the U. M. W. of A and our joint relations, this conference instructs the respective district executive boards to meet the operators in their various districts for the purpose of agreeing on a penalty clause where none now exists, and if necessary meet to amend and strengthen existing clauses so as to make the penalty more effective in preventing strikes and violations of agreements.

All fines provided for in the agreement shall be automatically collected, and any operator failing to collect and forward to proper parties such fine shall pay a penalty of \$2 for each employee subject to be fined, the same to be collected and retained in the miners' district organization. And in no case shall any fine be refunded except by mutual agreement of the accredited representatives of the operators and miners.

It is further agreed that where any employee enters suit in the civil courts to recover any fine collected in accordance herewith the district organization shall reimburse the operator for expense incurred on account of such suit.

This agreement is subject to and will become effective only on condition that the selling price of coal shall be advanced by the United States Government sufficient to cover the increased cost in the different districts affected, and will take effect on the first day of the pay period following the order advancing such increased prices.

ORDER.

THE WHITE HOUSE,

WASHINGTON, D. C., 27 October, 1917.

The scale of prices prescribed 21 August, 1917, by the President of the United States for bituminous coal at the mine, as adjusted and modified, by order of the United States Fuel Administrator, to meet exceptional conditions in certain localities, is hereby amended by adding the sum of 45 cents to each of the prices so prescribed or so adjusted and modified, subject, however, to the following express exceptions:

(1) This increase in prices shall not apply to any coal sold at the mine under an existing contract containing a provision for an increase in the price of coal thereunder in case of an increase in wages paid to miners.

(2) This increase in prices shall not apply in any district in which the operators and miners fail to agree upon a penalty provision, satisfactory to the Fuel Administrator, for the automatic collection of fines in the spirit of the agreement entered into between the operators and miners at Washington, October 6, 1917.

This order shall become effective at 7 A. M. on October 29, 1917.

(Signed) WOODROW WILSON.

The United States Fuel Administrator announces that in carrying out the terms of the President's order of October 27, 1917, permitting an increase of prices theretofore fixed for the sale of bituminous coal, he will accept as satisfactory in cases where conditions do not render an agreement possible the fol-

lowing as a substantial compliance with the second express exception of the President's order: The posting of a notice at the usual place for posting notices to employees, containing the following announcements:

1. An increase of wages effective November 1, 1917, and continuing through the period of the war, but not exceeding two years from April 1, 1918, substantially as provided in the Washington agreement of October 6, 1917.

2. The United States Fuel Administrator has directed that if any mine worker or group of mine workers in any way interrupts the operation of the mine or causes a strike, the operator shall deduct from the earnings of each employee, except those who continue at work, the sum of \$1 per day for each day or fraction thereof that such mine worker fails to report for work.

All questions arising under the foregoing provision are subject to review by the United States Fuel Administrator.

3. If a mine is closed or the men locked out by an operator, without just cause, the United States Fuel Administrator will impose upon and collect from such operator a fine at the rate of \$1.00 per day for each mine worker affected.

All fines imposed under this order shall be paid to the American Red Cross through the United States Fuel Administrator.

4. Every mine operator shall file with the United States Fuel Administrator regular reports, on prescribed forms, giving him such information as will enable him to enforce the foregoing order.

H. A. GARFIELD,

United States Fuel Administrator.

CUMBERLAND, Md., May 11, 1918.

Hon. Rembrandt Peale and

John P. White,

U. S. Fuel Administration,
Washington, D. C.

Gentlemen:

The representatives of the Mine Workers employed in Western Maryland and the Upper Potomac Coal Fields, assembled in Special Convention in the auditorium of the City Hall, Cumberland, Md., Friday, May 10, 1918, to act upon the proposed basis of settlement offered by the U. S. Fuel Administration for this coal region.

The proposition was taken up in detail, discussed and analyzed by the representatives of the Mine Workers, and after careful consideration the basic settlement recommended by the U. S. Fuel Administration carrying your signatures was approved by unanimous vote, and the officers and scale committee of District No. 16 were instructed to affix their signatures to the document in behalf of the Mine Workers of this coal region.

For the information of the U. S. Fuel Administrator we desire to say if the proposition submitted as a basic settlement is put in operation it will not be the intention of the Mine Workers of this District to force upon the operators during the life of the agreement recognition of the Union. In line with the policy of the General Labor Movement of our country we will not relinquish our right to exercise our persuasive powers in order to induce the operators to treat with our organization.

We trust that you will use your influence to have Hon. H. A. Garfield approve the proposed basis of settlement and put it into effect at once. We are,

Yours very truly,

WM. DIAMOND,
WILLIAM J. TRICKETT,
FRANCIS J. DEUM.

WASHINGTON, D. C., May 13, 1918.

Hon. Rembrandt Peale,
 Hon. John P. White,
 United States Fuel Administration,
 Washington, D. C.

Gentlemen:

The undersigned committee of coal operators of the Maryland and Upper Potomac District acknowledge receipt of your communication of May 7, wherein you state that in order to provide a basis of agreement that will stabilize labor conditions and maintain production, you have, by direction of the U. S. Fuel Administrator, prepared an agreement, copy of which is therewith enclosed.

In order to meet the wishes of the U. S. Fuel Administrator that the question of Unionism shall not arise during the continuance of the war, and during the life of the agreement, and to promote generally amicable relations between the operators and employees, and the furtherance of the well-being of the employees and their families, and the establishment of fair and equitable machinery for the prevention and adjustment of grievances and disputes which may arise in and about the mines, we hereby as a committee, on behalf of the operators in the above mentioned territory, accept the above mentioned plan as an agreement between each operator and his respective employees, and agree to be governed by the provisions of the plan for the period therein stated.

Very truly yours,

Signed:

G. M. GILLETTE,
 L. B. BRYDON,
 R. A. SMITH,
 JOHN S. BROPHY,
 J. H. WHEELWRIGHT,
 O. TIBBETS,
 H. P. BRYDON,
 WM. H. GIBSON.

AGREEMENT.

WASHINGTON, D. C., May 6, 1918.

The United States Fuel Administrator, being anxious to do all in his power to maintain and stimulate coal production and to increase the efficiency of labor in the Maryland and Upper Potomac Districts, submits the following as an agreement between the coal operators and their employees in their mining operations, which agreement has been framed with a view to:

- (1) An increase of output through the continuous operations of all mines;
- (2) The establishment of fair and equitable machinery for the prevention and adjustment of grievances and disputes which may arise in and about the mines; and
- (3) The promotion generally of amicable relations between the operators and employees and the furtherance of the well-being of employees and their families.

MAINTENANCE OF EXISTING RULES, REGULATIONS.

All rules and regulations now in effect in the respective mines shall continue without change, except as they may be affected by this agreement.

As respects wages and the continuance of mining operations, the company and its employees shall comply with the provisions of the order of the United States Fuel Administrator issued on October 27, 1917.

ELECTION OF MINE COMMITTEES.

The employees shall elect mine committees, to be composed of three employees from each mine, to be annually selected by sealed ballot, after written notice stating the place and time of election has been posted at the tippie or tipples at least three days prior to the election. The persons elected shall act from the time of their election until the next annual meeting, unless in the interval removal, resignation or other circumstances occasion vacancies, in which event special elections shall be similarly held for the purpose of filling such vacancies.

THE DUTIES OF MINE COMMITTEES.

The duties of mine committees shall be confined to the adjustment of disputes which the superintendent and the mine foreman and the employee or employees affected have endeavored but have been unable to adjust. The mine committee shall not take up any grievance during work hours. In all such cases all parties involved must continue at work pending the investigation and adjustment, as herein set forth, of any grievance or complaint.

PRESENTATION AND ADJUSTMENT OF GRIEVANCES AND DISPUTES.

The management shall receive the mine committees herein provided for the purpose of presenting any grievance, disagreement or dispute that they have to submit, which shall not be any matter herein settled, waived, rejected or postponed. If the committee fails to arrive at a satisfactory adjustment with the superintendent of matters complained of, the same are forthwith to be submitted to the manager or other properly designated official or owner, who shall pass upon the question within a period of three days. The right of the employees to select their representatives, not more than three in number, to present their case to the umpire shall not be abridged, and the employer shall have the same right.

RIGHT OF APPEAL.

The right of appeal, in the consecutive order herein indicated, must be so exercised that the final appeal to the umpire shall be made within a period of thirty days from the original presentation of a grievance by the committee, exclusive of any extension of time mutually agreed upon. Otherwise, the matter shall be regarded as having been satisfactorily adjudicated and the right of appeal forfeited.

Any agreement reached through the machinery herein provided for the settlement of disputes or grievances shall be reduced to writing, and shall be final, and shall not be subject to further appeal; and

It is further provided that all matters of dispute, disagreement or grievances, unless adjusted as aforesaid, must be referred to the umpire for final settlement, and the umpire shall have the right upon his own motion to take jurisdiction of any matter covered by this agreement.

METHOD OF APPOINTMENT OF UMPIRE.

The umpire herein provided for shall be appointed upon request by U. S. Fuel Administrator by Judge Rose of the United States District Court of Maryland; said appointment to be subject to review by the United States Fuel Administrator on appeal by either the employees or the operators. The United States Fuel Administrator shall have the power to disapprove such appointment, in which event the said Judge shall make another appointment, which appointment shall also be subject to review by the United States Fuel Administrator. In the event of the second nominees of said Judge not being approved by the United States Fuel Administrator, the Administrator shall himself appoint such umpire.

The umpire shall serve during the term of this agreement. In the event of a vacancy arising through removal, resignation, or other circumstance, the foregoing procedure shall be followed in the appointment of a new umpire. The umpire shall receive suitable compensation to be agreed upon—one-half to be paid by the operators and one-half by the employees.

COMMITTEEMEN'S RIGHT TO PROTECTION IN THE DISCHARGE OF THEIR DUTIES.

To protect against the possibility of unjust treatment, any member of a mine committee believing himself to be discriminated against shall have the rights herein provided of appeal to the officers of the company. Having exercised the right indicated, without obtaining satisfaction, he shall have, for thirty days thereafter, the further right of appeal, in consecutive order to the umpire provided for under this agreement, who shall determine whether or not discrimination has been shown, and, as respects any member of a committee deemed by the umpire to have been unfairly dealt with, the company shall make such reparation as the umpire may direct.

EMPLOYEE'S RIGHT TO MEMBERSHIP OR NON-MEMBERSHIP IN LABOR OR OTHER ORGANIZATIONS.

The operators recognize the right of their employees to join any union, labor organization or society they may choose, and agree that they shall not be discriminated against for having joined such organization, providing always that in their affiliation and in the conduct of the organization nothing is done to disturb the relations existing between employer and employee, by methods of intimidation or coercion, and provided that employees joining any organization recognize the right of each employee to join or not as he may individually decide, and also recognize the right of the company to insist that no employee shall use the company's time for any purpose other than that for which he is paid, and that he must not interfere with the operations of the mine or knowingly do that which will reduce the output.

EMPLOYEE'S RIGHT TO RE-EMPLOYMENT WHERE DISCHARGED BECAUSE OF UNION AFFILIATION.

The management will, upon application through the usual channels for employment, re-employ any man who has been discharged because of his affiliation with the union.

Any dispute under this clause shall be adjusted in accordance with the provisions of this agreement respecting the adjustment of grievances.

EMPLOYEE'S RIGHT TO CHECK-WEIGHMAN.

A check-weighman, selected and paid by the miners as provided by law, from among the miners employed at the mine may be placed on each tippie where coal is weighed, and his duties shall be those prescribed by the laws of the State. In case a suitable man cannot be found at any time among the employees at the mine, an outsider may be employed by and with the mutual consent of the operators and the miners. An election shall be held at the mouth of the mine or tippie, after three days' notice posted at the mouth of the mine or tippie, which election shall be free from interference of the company's officers or agents.

Election of check-weighman shall not be held oftener than once in every three months, unless within that period the position of check-weighman becomes vacant.

In order that provision for the regular payment of the check-weighman's wages may be made by the miners, the operators shall collect and pay over to the check-weighman the amount assigned by written order of the miners for that purpose (the word "miners" in this article shall be construed to apply to

hand and machine miners and loaders) ; provided, however, that any question concerning the method of collection of check-weighman's wages shall be regarded in the same light as any other grievance or dispute, and shall be taken up for adjustment in the manner herein set forth regarding settlement of grievances and disputes, including the right of final appeal to the umpire.

GENERAL RULES AND POLICIES.

The rules of the company shall provide for an equitable distribution of mine cars.

The rules in regard to working conditions shall be posted in a conspicuous place at or near every mine.

The semi-monthly pay day shall be maintained at all mines.

The right of the company's employees to meet in peaceful assemblage shall not be interfered with or abridged.

The management, including superintendents and foremen, shall be respected in the control of the mine and the direction of the working force, and shall have authority to hire or discharge.

PENALTY CLAUSE.

If any mine worker or group of mine workers in any way interrupts the operation of the mine, or causes a strike, the operator shall deduct from the earnings of each employee, except those who continue at work, the sum of one dollar per day for each day or fraction thereof that such mine worker fails to report for work.

If a mine is closed or the men locked out by an operator, without just cause, the umpire provided herein will impose and collect from such operator a fine at the rate of one dollar per day for each mine worker affected.

All questions arising under this clause are subject to review by the umpire, and any and all fines collected shall be paid to the American Red Cross Association, through the umpire.

DURATION OF AGREEMENT.

The provisions of this agreement shall govern the parties hereto from the date of the approval hereof by the United States Fuel Administrator during the continuance of the war, and in any event for at least two years, and thereafter subject to revision upon ninety days' notice by either of the parties.

U. S. FUEL ADMINISTRATION.

By: REMBRANDT PEALE,
JOHN P. WHITE.

Approved May 15, 1918, by

H. A. GARFIELD,
U. S. Fuel Administrator.

IN BEHALF OF THE MINE WORKERS.

WM. DIAMOND,
WILLIAM J. TRICKETT,
JOSEPH ROBERTSON,
W. A. JONES,
DANIEL EVANS,
FRANCIS J. DRUM,
FRED D. THOMAS.

MEMORANDUM OF PRELIMINARY CONFERENCE UNDER THE AGREEMENT OF MAY 6, 1918.

In accordance with the request of the umpire, Dr. Jacob H. Hollander, a preliminary conference of the representatives of the coal operators and the mine workers was held on Thursday morning, July 18, 1918, at the Southern Hotel, Baltimore, Maryland, at 10 o'clock A. M., for the adoption of rules of procedure to govern the adjustment of grievances under the provisions of the Agreement of May 6, 1918.

There were present: The umpire, Dr. Jacob H. Hollander; on behalf of the coal operators, Mr. H. P. Brydon, Mr. George M. Gillette and Mr. J. Walter Lord; and on behalf of the mine workers Mr. Francis J. Drum and Mr. Wm. J. Tricketts.

Mr. Tricketts and Mr. Lord were asked to serve as joint secretaries of the conference.

The umpire read to the meeting for the purposes of discussion as each paragraph was read the Agreement of May 6, 1918.

During this discussion it developed that on questions of substance and jurisdiction the representatives were in substantial accord.

Thereupon the question of rules of procedure was taken up and the following rules were approved:

I. Except in cases where the umpire shall, upon his own motion, take jurisdiction of any matter covered by the Agreement, all complaints shall be originated by the individual employee. As specifically provided in the Agreement, such complaint shall first be presented to the mine foreman. If the grievance, disagreement or dispute shall not thereby be adjusted, the employee shall thereupon present it to the superintendent. If the grievance, disagreement or dispute shall not thereby be adjusted, the mine committee shall present it to the manager or other properly designated official or owner, which manager, official or owner shall always be some person accessible in the region where the grievance, disagreement or dispute originated. In cases where the duties of both superintendent and mine foreman are performed by one and the same person, the submission to that person of the grievance, disagreement or dispute shall be deemed a compliance with the requirement that the grievance, disagreement or dispute be submitted first to the mine foreman and then to the superintendent.

II. In the event that the grievance, disagreement or dispute shall not have been adjusted as a result of the conference between the mine committee and the manager or other properly designated official or owner, an appeal may be taken to the umpire. The appeal shall be in writing and shall be forwarded to the umpire at the following address:

1802 Eutaw Place, Baltimore, Md.

The appeal shall be signed by the employee originating the complaint, and shall also be certified to by the signature of the members of the mine committee which has presented the same to the manager or other properly designated official or owner.

Upon receipt of such appeal the umpire will forward to the employer concerned a copy thereof; and on or before a certain date to be designated by the umpire at the time of transmitting the copy of said appeal the employer shall answer said appeal in writing, transmitting the same to the umpire at the above address. In such answer the employer shall designate his representatives (not more than three in number) to present his case to the umpire. Thereupon the umpire will proceed to hear such evidence as shall be offered by either side at such time or times and place or places as shall be designated by the umpire; and the umpire shall, of his own motion, upon notice to both parties to the appeal, make such investigation independently of the evidence submitted as to him shall be deemed proper.

III. The following is prescribed as a proper form for an appeal:

APPEAL TO THE UMPIRE UNDER THE AGREEMENT OF MAY 6, 1918.

The undersigned complainant hereby appeals to the umpire for adjustment of the grievance, disagreement or dispute which is set forth in the memorandum hereto attached.

The grievance, disagreement or dispute, which is the subject of this appeal, was presented by the undersigned to the mine foreman at mine of _____ Company on the _____ day of _____ 19 _____, and was not adjusted to the satisfaction of the undersigned.

The said grievance, disagreement or dispute was submitted to the superintendent of _____ said employer on the _____ day of _____ 19 _____, and was not adjusted to the satisfaction of the undersigned.

The said grievance, disagreement or dispute was presented by the mine committee of _____ mine to the manager or other properly designated official or owner of said mine on the _____ day of _____ 19 _____.

The undersigned hereby appoints the following persons (not more than three in number) to present his case to the umpire:

.....
.....
.....

Wherefore the undersigned respectfully requests the umpire to determine the grievances, disagreement or dispute hereby presented.

.....
Complainant.

We hereby certify to the correctness of the statement in the foregoing appeal.

.....
.....
.....
Mine Committee.

AGREEMENT TO LEAVE FINAL ADJUSTMENT OF LABOR QUESTION TO FUEL ADMINISTRATOR.

"At a recent conference held in the city of Washington, D. C., between the United States Fuel Administrator, Harry A. Garfield, and the international officials of the United Mine Workers of America, a complete understanding was reached wherein all questions pertaining to labor in the coal-mining industry will remain under the jurisdiction of the United States Fuel Administrator," says statement No. 647, issued last night. "This is in accordance with an understanding previously reached between the Secretary of Labor and the United States Fuel Administrator.

"In order that this arrangement may be made effective, the United States Fuel Administrator has created a Bureau of Labor, to which all matters relating to labor controversies will be referred for settlement. The United States Fuel Administrator has appointed John P. White, formerly president of the United Mine Workers of America, and Rembrandt Peale, coal operator for Central Pennsylvania, joint heads of this bureau, with power as his deputies to consider and dispose of all matters concerning labor in the coal-mining industry properly coming before the Fuel Administration and subject to the procedure prescribed in existing joint agreements.

"The following statement of principles was made by H. A. Garfield, United States Fuel Administrator, at conferences at which were present Frank J. Hayes, President; John L. Lewis, Vice-President; William Green, Secretary and Treasurer of the United Mine Workers of America, and John P. White and Rembrandt Peale, representing the Fuel Administration, all of whom

acquiesced in the statement as expressing their understanding of the principles followed by the United States Fuel Administration and by the International Union of Mine Workers in settling questions relating to labor in the coal-mining industry, it being understood that wherever the Federal Government is called upon to intervene or of its own motion intervenes in the settlement of such questions, whether in organized or unorganized fields, jurisdiction shall remain for the present, and until otherwise arranged, in the hands of the United States Fuel Administrator:

"The United States Fuel Administrator understands:

"(a) That no strike shall take place pending the settlement of any controversy until the dispute has been reviewed and decided by him.

"(b) That recognition of the Unions shall not be exacted during the continuance of the war except where now recognized by collective bargaining.

"(c) That where, by joint contract between employer and employed, machinery is provided for the settlement of controversies, United States Fuel Administrator shall not be required to intervene or to mediate until such means have been invoked and the remedy exhausted without reaching adjustment.

"(d) That where the United States Fuel Administrator intervenes, substantially, the principles, provisions and practices laid down in the Maryland and Upper Potomac Settlement of May 6, 1918, shall be accepted by the workers and employers and their chosen representatives as sufficient.

"On the basis of the foregoing understanding, which he regards as just and imperative in the present crisis, the United States Fuel Administrator has insisted, and will continue to insist, that any adjustment of labor questions in the coal-mining industry, whether by joint agreement between operators and mine workers or by agreements severally made with the United States Fuel Administrator, shall embody wherever applicable and substantially the principles, provisions and practices laid down in the Maryland and Upper Potomac Settlement of May 6, 1918, and recognizes the authority of the International Union of Mine Workers in the organized fields and their jurisdiction over controversies arising in said fields. More specifically, the United States Fuel Administrator has insisted, and will continue to insist, in all such settlements:

"(a) That employers will be required to relinquish the right to discharge employees because of affiliation with labor unions.

"(b) That employers will be required to recognize the right of their employees to organize by peaceful methods that do not interrupt production.

"(c) That the so-called automatic penalty clause now in force, being regarded by mine workers as a cardinal principle of collective bargaining during the continuance of the war, will be included in all agreements as a condition precedent to the allowance of increased price permitted to operators.

"(d) That where the union shop now exists the same shall continue, and where union and non-union men work together the continuance of such condition shall not be deemed a grievance."

FIRST AID.

The first competitive first-aid meet of the miners of the George's Creek region was held November 17, 1917, at the Junior Order Park, Frostburg, Md. A large crowd was present and the keenest interest was shown. The affair was held under the auspices of the State Department of Mines and the American Red Cross. A. J. Nairn and J. H. Zorn represented the Federal Government, Dr. H. C. Hunter the American Red Cross and myself the State.

Nairn and Zorn had charge of the mine rescue car stationed at

the Western Maryland depot, and had trained the men for the contests.

The teams marched to the pavilion, escorted by the Arion band and the Boy Scouts' drum, fife and bugle corps. The Maryland miners wore blue suits and brown mining caps. Two prize-winning teams of the Davis Coal & Coke Company, which had taken part in meets in West Virginia, were also in line, with C. C. Cushy and John D. Watkins as captains. One team was dressed in Khaki and the other in blue suits and white caps. Sixteen teams were in the events.

The teams of the Consolidation Coal Company carried stretchers in the parade. Automobiles brought up the rear, in which rode the doctors, who acted as judges, and visiting doctors from all sections of the country, who had been invited.

The exercises were opened with an address by Mayor Samuel N. Tiddy, who was followed by Dr. Hunter of Washington. Alice Kearsing made an address on behalf of the Frostburg Chapter of the Red Cross, in which she paid a tribute to the work of the miner.

Besides Dr. Hunter, the judges were Doctors W. Oliver McLane, Jesse C. Cobey and J. Marshall Price, Frostburg; Samuel A. Boucher, Barton; Henry M. Hodgson, Lonaconing; M. J. McDormitt, Midland, and S. E. Enfield, Mount Savage.

The work of the teams was carried out on the floor of the pavilion, a space of 8 to 25 feet having been allowed each team. Other officers of the contest were Fieldmen Patrick Brophy, James Hoffa, George Roberts, R. A. Morgan, George Roberts and myself. The recorders were Frank Spates and J. Glen Beall.

Full-Team Events.—First, Kempton Mine No. 1, Davis Coal & Coke Company, 100 per cent.; American Red Cross first and medals and silver loving cup; second, Mine No. 5, Piedmont and George's Creek Coal Company, 96.50 per cent., American Red Cross certificates and silver loving cup; third, Mine No. 3, Consolidation Coal Company, 95.75 per cent., silver loving cup.

One-Man Events.—First, Kempton Mine, No. 2, of the Davis Coal and Coke Company, American Red Cross medal; second, Mine No. 3, Consolidation Coal Company, silver loving cup; third, Kempton Mine, No. 1, Davis Coal and Coke Company, \$5 in gold.

Kempton No. 2 and Consolidation teams Nos. 1 and 3 were tied for third place in the full-team events, and No. 3 won when the teams were put to further test.

The teams were composed of the following:

Consolidation Coal Company.—Mine No. 1, B. P. Kilduff, captain; John McDermitt, James Duffy, James Blair, Fred Rahuus and John O'Rourke.

Mine No. 3.—D. W. Hayes, captain; Walter Cook, Clarence Cook, Elmer Kight, Joseph E. Crowe and David Phillips.

Mine No. 4.—John McFarland, captain; Frank Parker, George Kreitzberg, Glenn Herman, Philip Thomas and James Campbell.

Mine No. 7.—William Cunningham, captain; Frank Williams, Edward Truly, William B. Patterson, Adam Patterson and Arthur Arnold.

Mine No. 8.—B. K. Creegan, captain; P. Creegan, U. J. O'Rourke, M. F. Byrnes, Thomas Burns and P. A. O'Rourke.

Mine No. 9.—Joseph Winner, captain; Leroy Spiker, Curtis Crowe, Olin Powell, John Jones and Joe Passerilli.

Mine No. 10.—Earl Rephann, captain; Thomas Brunner, Marshall Logsdon, Charles Lewis, Reuben Lewis and Herbert Logsdon.

Mine No. 11.—Anthony Ritchey, captain; D. E. Thomas, Thomas Nelson, Joseph Kelso, Fred Fisher and Isaac Thomas.

Mine No. 12.—Frank Perry, captain; John Graham, William Roch, George Sittig, Leslie Hendley and D. H. Jenkins.

Mine No. 13.—Alfred Rephann, captain; Richard Hugh, Joseph Cavey, Edward Folk, Albert Lewis and Malchor Walbert.

Piedmont and George's Creek.

Washington No. 5.—M. T. O'Rourke, captain; John D. Wallace, Clarence Finzell, Clay R. Dawson, Chester Smith and David Lauder.

Washington No. 1.—William Brophy, captain; James McNally, Guiseppa Santovico, Dominick Monnone, Rhuel Roberts and John Jordon.

Mount Savage and George's Creek Coal Company.—N. J. Sloan, captain; Frank Griffith, T. N. McKenzie, Henry Crump and J. R. Lohr.

Davis Coal and Coke Company.

Kempton Mine No. 1.—John A. Watkins, captain; Floyd Tephzbaugh, Henry Larzen, George Larscon and Henry Fulmer.

Kempton No. 2.—C. C. Curry, captain; H. S. Bray, J. A. Bray, Arnold Stahl and N. J. Luzier.

All of which is respectfully submitted.

JOHN L. CASEY,
Inspector.

REPORT OF WAR ACTIVITIES IN ALLEGANY COUNTY.

In connection with the report which is hereafter rendered, it is a pleasure to call attention to the spirit of patriotism which pervaded the entire mining region during the period of the war. From Mount Savage to Westernport, the whole George's Creek region threw its heart and soul into the war, and it is a splendid compliment to the genuine American spirit of the region to know that all classes responded nobly to their country's call to arms.

The draft, which was the best test of the spirit of the people, was accepted without protest, and in the registration and administration of the draft very few slackers and evaders were found, while many volunteered their services, Lonaconing particularly distinguishing herself in this respect. It is claimed that for the number of volunteers in proportion to the population her record is unsurpassed in the United States.

The Liberty Loans were handled in a thoroughly businesslike manner, the miners almost unanimously subscribing to every issue. The miners very patriotically authorized the companies to take a certain sum of money from each pay until the bonds were paid for. Mount Savage undoubtedly carried off the honors, oversubscribing her quota for every issue and in the case of some issues several times.

The following is a report of the apportionments and amount subscribed to the First, Second, Third and Fourth Liberty Loan for Allegany County:

Name of Town	Name of Bank	First Loan		Second Loan		Third Loan		Fourth Loan				Per Cent.
		Appor-tion-ments	Amount Subscribed	Appor-tion-ments	Amount Subscribed	Appor-tion-ments	Amount Subscribed	Appor-tion-ments	Amount Subscribed	Population	No. Sub-scribers.	
Barton.....	First Nat. Bank.....	.....	\$12,000	\$52,350	\$27,000	\$29,300	\$35,000	\$62,800	1,000	386	\$63,000	38%
	Citizens Nat. Bank.....	.....	125,000	299,320	100,000	178,500	155,350	383,400	.....	189	388,000	.....
	Citizens Sav. Bank.....	.....	50,000	175,700	200,000	97,200	170,000	208,200	.....	247	206,000	.....
Cumberland.....	Commercial Bank.....	.....	23,000	49,840	35,000	31,800	46,000	68,100	.....	211	68,100	.....
	Cumberland Sav. Bank.....	.....	.....	26,600	15,000	16,100	47,850	34,400	.....	788	51,100	.....
	Dime Sav. Bank.....	.....	28,000	62,580	46,000	49,900	66,700	93,500	.....	354	93,500	.....
	First Nat. Bank.....	.....	147,000	330,960	207,150	185,500	285,500	397,500	.....	3,000	400,000	.....
	Second Nat. Bank.....	.....	250,000	27,580	350,000	302,300	453,400	647,700	.....	3,019	750,000	.....
Frostburg.....	Third Nat. Bank.....	.....	125,000	192,500	123,000	115,200	120,000	246,800	26,000	330	250,000	31%
	Citizens Nat. Bank.....	.....	100,000	148,820	100,000	108,900	135,000	233,300	.....	549	175,000	.....
	Fidelity Sav. Bank.....	.....	24,350	53,760	38,000	34,300	40,000	73,400	.....	297	80,000	.....
Lonaconing.....	First Nat. Bank.....	.....	150,000	219,380	150,000	130,700	130,000	279,900	8,000	1,561	280,000	30%
	First Nat. Bank.....	.....	10,000	30,100	20,000	19,200	24,000	41,100	.....	121	41,100	.....
Midland.....	Lonaconing Sav. Bank.....	.....	50,000	104,020	70,000	56,000	78,000	120,000	5,000	312	75,000	8%
	First Nat. Bank.....	.....	20,000	41,720	22,000	23,800	25,000	50,900	1,173	151	51,000	12%
Westerport.....	Mt. Savage.....	.....	20,000	62,440	40,100	30,900	100,000	66,200	3,000	870	104,650	29%
	Citizens Nat. Bank.....	.....	20,000	130,760	80,000	71,000	71,000	152,000	2,800	731	152,000	26%
Total for County.....		.....	\$1,154,350	\$2,568,500	\$1,623,250	\$1,478,300	\$1,982,800	\$3,158,900	.....	13,116	\$3,228,450	.....

Frostburg, in the heart of the mining region, has made a splendid showing in the purchase of Liberty bonds. In the Fourth loan, as shown above, out of a population of 8000 people, 2407, or 30 per cent., of the population subscribed to this issue. Her subscriptions to all the loans, including War Savings Stamps, totaled \$1,512,550, or \$189.07 per capita.

Frostburg has a big lead in the sale of War Savings Stamps. In fact, her lead is so great that there is no second. For a long time Frostburg stood first in the State and second in the United States in the sale of War Savings Stamps.

Probably the most successful feature of all war activities was the War Chest. The War Chest concentrated all the drives for war charities into one drive, and reached practically every wage-earner. A great deal of the success of the War Chest was due to the miners, who from the outset pledged one hour a week and authorized the companies to deduct 40 cents (\$.40) per week from their pay tickets.

The Red Cross work, too, is worthy of mention. The Frostburg Chapter was organized in May, 1917, and through the energetic efforts of Mrs. M. H. Kearsing and Mrs. Clayton Purnell, branches were established at Midland, Eckhart, Shaft, Zihlman and Carlos. In the spring of 1918 the chapter was reorganized with Mr. Roberdeau Annan as chairman. Under his management a home was rented and all the different departments of the Red Cross were concentrated in the Donahue residence on Broadway. The surgical dressing class particularly distinguished itself, appearing on the honor roll a number of times.

The following report shows the work done by the Frostburg Chapter:

Sweaters	1,100
Socks, pairs.....	463
Helmets	141
Mufflers	49
Blankets	25
Wristlets, pairs.....	82
Total, 1860; total value, \$6182.45.	

Hospital Garments and Supplies.

Pajamas	329
Bath Robes.....	54
Bed Shirts.....	27
Bed Socks.....	168
Trench Foot Slippers.....	95
Pillow Cases, dozens.....	13 $\frac{3}{4}$
Total number, 838; total value, \$742.10.	

Refugee Garments.

Layettes	20
Pinafores .....	...
Dresses .....	...
Underwear	600
Total value, \$526.00.	

Articles for Soldiers and Sailors.

Comfort Bags, Filled.....	212
Comfort Bags, Unfilled.....	800
Property Bags.....	108
Total number, 1120; total value, \$632.46.	

Surgical Dressings.

Pads and Bandages.....	4,779
Shot Bags.....	2,000
Total number, 6779; total value, \$602.31.	

Christmas Packages.

Sent to Soldiers, 236.....	Value, \$354.00
Supplies and Equipment to Camp Meade.....	Value, \$152.00

Other Supplies to Camps.

6 barrels Preserves.	
2 boxes Canned Soup.	
Total Value of Production, including Home Service Work, \$9933.08.	

The Home Service Report is as follows:

The number of families dealt with by the Home Service Section during the nine months.....	500
Out of the number of families stated above, services were given to....	450
Out of the number of families stated above, information was received.	50
The total amount of financial assistance given by the Home Service Section during the nine months.....	\$741.76
Personal visits to families.....	300

CIVIC CLUB.

The work of the Frostburg Civic Club is extremely praiseworthy. The Civic Club particularly interested itself in our own boys, and through the efforts of its loyal members the life of our soldier boys was made happier and their morale wonderfully bettered. The sum of \$1300 was raised by subscriptions and by means of chain teas and moving-picture shows. The Navy League of Allegany County gave the wool for 87 sweaters. Altogether 300 sweaters and 250 comfort kits were given to the boys from the mining region by this generous organization before they left for the training camps.

FROSTBURG COMMUNITY KITCHEN.

Through the efforts of the Civic Club a community kitchen was secured for the people of Frostburg and opened the first of August. A room of central location and perfectly adapted for the use was given free of rental. All equipment was given by local firms, with the exception of the canner, given by the State and the drier by the Food Department. All gas and electricity was given free of charge, which made it possible to can and dry for the people absolutely without cost to them. Mr. Annan, president of the Red Cross, volunteered to assume the expenses of the kitchen for one year. With all

bills paid, the kitchen has to its account \$140. As the kitchen, the canning and drying and all instructions were open to the people, with no charge to them, it was asked that they give, provided they feel they could, some of their canned goods to the hospital, and as a result 50 quarts were donated for this cause. The total canning results for the season were 320 quarts and the drying resulted in 72 gallons.

The kitchen was used at various times for such public meetings or uses as the local draft registration office and as headquarters of the Christmas parcels for men abroad for the Red Cross. Two hundred and sixty boxes were mailed to soldiers from friends, and the people of Frostburg gave 210 boxes for friendless soldiers.

Early in August, before instruction came from the Red Cross to collect peach stones for gas masks, the Community Kitchen already had a goodly supply, and at the end of the season shipped 1600 pounds of stones.

Through the efforts of Mr. Olin R. Rice and Mr. W. E. G. Hitchins a fund was collected for canteen work to be done under the direction of the kitchen. All soldiers passing through in army trucks were served coffee, sandwiches and cigarettes. Over 4000 soldiers were fed.

The kitchen has kept at all times bulletins and pamphlets of timely interest in its windows, such as publicity work for the Liberty loan, the Thrift Stamp drive, precautions and matters concerning the influenza epidemic, and so forth.

It is also interesting to note a voluntary contribution to the canteen work made by the children of Hill Street School, which consisted of 240 glasses of jelly and 11 dozen eggs. Just what the kitchen means to the community is best shown by the interest of the people and when it means even the interest of the children we think it has proven itself at least worth while.

TABLE OF MINE INSPECTIONS.

Date	Name of Company	Address
May 1	George's Creek Coal Co., No. 4	Lonaconing, Md.
" 2	New Central Coal Co., No. 1	Lonaconing, Md.
" 3	George's Creek Coal Co., No. 3	Lonaconing, Md.
" 4	George's Creek Coal Co., No. 1	Lonaconing, Md.
" 5	New Central Coal Co., No. 2	Lonaconing, Md.
" 7	Consolidation Coal Co., No. 8	Midland, Md.
" 8	George's Creek Coal Co., No. 2	Lonaconing, Md.
" 9	North Maryland Coal Mining, Montel	Montel, Md.
" 10	George's Creek Coal Mining, Tyson	Lonaconing, Md.
" 11	George's Creek Coal Co., Waynesburg	Lonaconing, Md.
" 12	Consolidation Coal Co., No. 13	Frostburg, Md.
" 14	Consolidation Coal Co., No. 12	Shaft, Md.
" 15	Sullivan Brothers Coal Co., Carlos	Carlos, Md.
" 16	Frostburg Big Vein Coal Co.	Zihlman, Md.
" 17	Consolidation Coal Co., No. 4	Eckhart, Md.
" 18	New York Mining Co., No. 1	Allegany, Md.
" 19	New York Mining Co., No. 2	Allegany, Md.
" 21	Parker & George's Creek Coal Co.	Mount Savage, Md.
" 22	Mount Savage & George's Creek Coal Co.	Mount Savage, Md.
" 23	Mullaney Coal Co.	Mount Savage, Md.
" 24	Caledonia Coal Co., Moscow, No. 1	Barton, Md.
" 25	Frostburg Big Vein Coal Co.	Frostburg, Md.
" 26-28	Office Work	Frostburg, Md.
" 29	Consolidation Coal Co., Mine No. 4	Eckhart, Md.
" 31	Consolidation Coal Co., Mine No. 12	Borden Shaft, Md.
June 1	West Virginia Pulp & Paper Mine, Devone Mine (Testing Scales)	Luke, Md.
" 2	Brailer Mining Co. (Testing Scales)	Mount Savage, Md.
" 3	(Sunday) Inspecting Fatal Accident	Midlothian, Md.
" 4	Attending Court in Garrett County	Oakland, Md.
" 5	George's Creek Coal Co.	Lonaconing, Md.
" 6	Maryland Coal Co.	Lonaconing, Md.
" 7	Hoffa Brothers Coal Co. (Weighing Cars)	Barton, Md.
" 8-9	Office Work	Frostburg, Md.
" 11	Stanton & George's Creek Coal Co.	Short Gap, Md.
" 12	Consolidation Coal Co., Mine No. 13	Frostburg, Md.
" 13	United Coal Co. (Testing Scales)	Mount Savage, Md.
" 14	New York Mining Co., No. 1 (Testing Scales)	Allegany, Md.
" 15	Consolidation Coal Co., Mine No. 8	Midland, Md.
" 16	Moscow & George's Creek Coal Co. (Testing Scales)	Moscow, Md.
" 18	Attending Court in Cumberland, Md.	Cumberland, Md.
" 19	Maryland Coal Co. (Testing Scales)	Lonaconing, Md.
" 20	Consolidation Coal Co., Mine No. 1 (Testing Scales)	Ocean, Md.
" 21	Mount Savage & George's Creek	George's Creek, Md.
" 22	Moscow & George's Creek (Testing Scales)	Moscow, Md.
" 23	Moscow & George's Creek (Weighing Mine Cars)	Moscow, Md.
" 25	Hampshire Big Vein Coal Co.	Reynolds, Md.
" 26	Barton Mining Co.	Reynolds, Md.
" 27	W. J. Chapman Coal Co. (Weighing Mine Cars)	Barton, Md.
" 28	Caledonia Coal Co.	Barton, Md.
" 29	Hoffa Coal Co.	Barton, Md.
" 30	Hoffa Coal Co., Big Vein	Barton, Md.
July 2	George's Creek, No. 4 (Testing Scales)	Lonaconing, Md.
" 3	George's Creek Coal Co., No. 1 (Testing Scales)	Lonaconing, Md.
" 6	Hamill Coal & Coke Co. (Fatal Accident)	Kitzmilller, Md.
" 7	Hamill Coal & Coke Co.	Kitzmilller, Md.
" 9	Maryland & George's Creek (Fatal Accident)	Montel, Md.
" 10	Consolidation Coal Co., Mine No. 1	Midland, Md.
" 11	Consolidation Coal Co., Mine No. 8 (Testing Scales)	Midland, Md.
" 12	C. W. Hoffa & Sons	Lonaconing, Md.
" 13	Maryland Coal Co., Big Vein	Lonaconing, Md.
" 14	Office Work	Frostburg, Md.
" 16	George's Creek Coal Co., No. 3 (Testing Scales)	Lonaconing, Md.
" 17	Maryland Coal Co. (Weighing Cars)	Lonaconing, Md.
" 18	Consolidation Coal Co., No. 14 (Weighing Cars)	Allegany, Md.
" 19	Consolidation Coal Co., No. 8 (Weighing Cars)	Midland, Md.
" 20	Maryland Coal Co., Tyson (Weighing Cars)	Lonaconing, Md.
" 21	McNitt Coal Co.	Midlothian, Md.
" 23	Midlothian Coal Co.	Midlothian, Md.

TABLE OF MINE INSPECTIONS—(Continued).

Date	Name of Company	Address
" 24.....	Consolidation Coal Co., No. 1.....	Ocean, Md.
" 25.....	Consolidation Coal Co., No. 14.....	Alleghany, Md.
" 26.....	Piedmont & George's Creek (Washington No. 1).....	Franklin, Md.
" 27.....	Consolidation Coal Co., No. 1.....	Ocean, Md.
" 28.....	Maryland Coal Co. (Waynesburg Mine).....	Lonaconing, Md.
" 30.....	New York Mining Co., No. 2.....	Alleghany, Md.
" 31.....	Piedmont & George's Creek, No. 2 (Testing Scales).....	Eckhart, Md.
Aug. 1.....	Consolidation Coal Co., No. 3.....	Hoffman, Md.
" 2.....	Big Savage Fire Co., Clay Mine.....	Frostburg, Md.
" 3.....	Savage Mountain Fire Brick Co., Clay Mine.....	Frostburg, Md.
" 4.....	Barton Mining Co.....	Reynolds, Md.
" 6.....	Blaine Mining Co. (Testing Scales).....	Potomac Manor, Md.
" 7.....	Hamill Coal & Coke Co. (Freeport Mine).....	Kitzmiller, Md.
" 8-9.....	Consolidation Coal Co., No. 9.....	Frostburg, Md.
" 10.....	Frostburg Big Vein Coal Co. (Testing Scales).....	Alleghany, Md.
" 11.....	New York Mining Co., No. 1.....	Alleghany, Md.
" 11.....	Hamill Coal & Coke Co.....	Kitzmiller, Md.
" 13.....	United Coal Co. (Testing Scales).....	Mount Savage, Md.
" 14.....	Parker & George's Creek Coal Co.....	Barrellsville, Md.
" 15.....	Consolidation Coal Co., No. 3.....	Hoffman, Md.
" 16.....	New York Mining Co., No. 1.....	Alleghany, Md.
" 17.....	Consolidation Coal Co., No. 3 (Weighing Cars).....	Hoffman, Md.
" 18.....	Office Work.....	Frostburg, Md.
" 20.....	Consolidation Coal Co., No. 1, U. S. Inspectors.....	Ocean, Md.
" 21.....	Consolidation Coal Co., No. 8, U. S. Inspectors.....	Midland, Md.
" 21.....	Consolidation Coal Co., No. 3, U. S. Inspectors.....	Hoffna, Md.
" 22.....	Maryland & George's Creek Co., U. S. Inspectors.....	Montel, Md.
" 22.....	Piedmont & George's Creek Coal Co., U. S. Inspect.	Eckhart, Md.
" 23.....	Phoenix & George's Creek Coal Co., U. S. Inspectors	Phoenix, Md.
" 24.....	George's Creek & Parker Coal Co. (Testing Scales).....	Barrellsville, Md.
" 25.....	Consolidation Coal Co., No. 8 (Weighing Cars and U. S. Inspectors).....	Midland, Md.
" 27.....	Consolidation Coal Co., No. 1 (Weighing Cars and U. S. Inspectors).....	Ocean, Md.
" 28.....	Consolidation Coal Co., No. 12.....	Shaft, Md.
" 29.....	Consolidation Coal Co., No. 4.....	Eckhart, Md.
" 30.....	Consolidation Coal Co., No. 1.....	Ocean, Md.
" 31.....	Consolidation Coal Co., No. 3.....	Hoffman, Md.
Sept. 1.....	Inspecting Fuel Mines.....	Mount Savage, Md.
" 2.....	Davis Coal & Coke Co. (Fatal Accident).....	Kempton, Md.
" 4.....	Hoffa Brothers (Shaw Mine, Testing Scales).....	Moscow, Md.
" 5.....	Consolidation Coal Co.....	Alleghany, Md.
" 6.....	Chaffee Coal Co.....	Vindex, Md.
" 7.....	United Coal Co.....	Chaffee, Md.
" 7.....	Vindex Coal Co.....	Vindex, Md.
" 7.....	Clarion Coal Co.....	Vindex, Md.
" 8.....	Blaine Mining Co. (Fatal Accident).....	Potomac Manor, Md.
" 10.....	Sullivan Brothers (Carlos Mine).....	Carlos, Md.
" 11-12-13.....	Consolidation Coal Co., Mine No. 1.....	Ocean, Md.
" 14.....	Cumberland Big Vein Coal Co.....	Eckhart, Md.
" 15.....	Office Work.....	Frostburg, Md.
" 17.....	Maryland Coal Co.....	Lonaconing, Md.
" 18.....	Midland Mining Co.....	Midland, Md.
" 19.....	Maryland Coal Co., Big Vein.....	Lonaconing, Md.
" 20.....	George's Creek Coal Co., No. 4.....	Lonaconing, Md.
" 21.....	New Central Coal Co., No. 1.....	Lonaconing, Md.
" 22.....	Kenna Coal Co., Nos. 3-4-5.....	Lonaconing, Md.
" 24.....	George's Creek Coal Co., No. 3.....	Lonaconing, Md.
" 25.....	George's Creek Coal Co., No. 1.....	Lonaconing, Md.
" 26.....	New Central Coal Co., No. 2.....	Lonaconing, Md.
" 27.....	Maryland Coal Co., Big Vein, Nos. 10-12.....	Lonaconing, Md.
" 28.....	Consolidation Coal Co., No. 8.....	Midland, Md.
" 29.....	George's Creek Coal Co., No. 2.....	Lonaconing, Md.
Oct. 1.....	George's Creek Coal Mining Co.....	Lonaconing, Md.
" 2.....	George's Creek Coal Co. (Waynesburg).....	Lonaconing, Md.
" 3.....	Consolidation Coal Co. (Mine No. 13).....	Frostburg, Md.
" 4.....	Consolidation Coal Co. (Mine No. 12).....	Shaft, Md.
" 5-6-8.....	Grand Jury.....	Cumberland, Md.
" 9.....	Sullivan Brothers (Carlos).....	Carlos, Md.

TABLE OF MINE INSPECTIONS—(Continued).

Date	Name of Company	Address
" 10.....	Frostburg Big Vein Co. (Testing Scales).....	Allegheny, Md.
" 11.....	Consolidation Coal Co., Mine No. 4.....	Eckhart, Md.
" 12.....	Consolidation Coal Co. (Testing Scales No. 12)....	Shaft, Md.
" 13.....	Office Work.....	Frostburg, Md.
" 15 to 20..	Taking Mining, Rescue and First Aid Training from Bureau of Mine Car No. 6.....	Frostburg, Md.
" 22.....	Consol. Coal Co., Mine No. 12 (Weighing Cars).....	Shaft, Md.
" 23.....	Consol. Coal Co., Mine No. 3 (Weighing Cars).....	Hoffman, Md.
" 24-25-26	Consolidation Coal Co., Mine No. 9.....	Allegheny, Md.
" 27.....	United Coal Co.....	Mount Savage, Md.
" 29.....	Hoffa Brothers Coal Co., Potomac Mine.....	Barton, Md.
" 30.....	Consol. Coal Co., Mines 4-10-11 (Weighing Cars)....	Eckhart, Md.
" 31.....	Sullivan Brothers (Weighing Cars).....	Eckhart, Md.
Nov. 1.....	Consolidation Coal Co., Mine No. 4 (Testing Scales)	Eckhart, Md.
" 1.....	Sullivan Brothers Coal Co. (Testing Scales).....	Moscow, Md.
" 2.....	Hoffa Brothers Coal Co., Moscow Mine.....	Barton, Md.
" 3.....	W. J. Chapman Coal Co.....	Moscow, Md.
" 5.....	Hoffa Bros. Coal Co., Moscow Mine (Test. Scales)	Frostburg, Md.
" 6.....	Office Work.....	Potomac Manor, Md.
" 7.....	Blaine Mining Co. (Testing Scales).....	Kitzmiller, Md.
" 8.....	Potomac Valley Coal Co. (Testing Scales).....	Vindex, Md.
" 9.....	Chaffee Coal Co.....	Chaffee, Md.
" 10.....	Poole & Scotcher Coal Co.....	Ocean, Md.
" 12.....	Consolidation Coal Co., No. 1 (Weighing Cars)....	Stoyer, Md.
" 13.....	Stoyer Coal Co.....	Gorman, Md.
" 14.....	Strathmore Coal Co.....	Gorman, Md.
" 15.....	W. J. Price Coal Co. and Cutchall & Gates Coal Co.	Ocean, Md.
" 16.....	Consolidation Coal Co., No. 1 (Fatal Accident)....	Frostburg, Md.
" 17.....	Maryland First Aid Meet.....	Hubbard, Md.
" 19.....	Ajax & Hocking Coal Co.....	Dodson, Md.
" 20.....	Garrett Coal Mining Co.....	Dill, Md.
" 21.....	Wolfden Coal Co.....	Pekin, Md.
" 22.....	Pekin Mine (Fatal Accident).....	Allegheny, Md.
" 23.....	Consolidation Coal Co., No. 9 (Weighing Cars)....	Midland, Md.
" 24.....	Consolidation Coal Co., No. 8 (Weighing Cars)....	Frostburg, Md.
" 26.....	Office Work.....	Phoenix, Md.
" 27.....	Phoenix & George's Creek Coal Co.....	Midland, Md.
" 28.....	Consolidation Coal Co., No. 3 (Weighing Cars)....	Frostburg, Md.
" 30.....	Consolidation Coal Co., No. 13 (Weighing Cars)....	Vindex, Md.
Dec. 1.....	Chaffee Coal Co.....	Oakland, Md.
" 3.....	Oakland (Attending Court).....	Kitzmiller, Md.
" 4.....	Hamill Coal & Coke Co. (Testing Scales).....	Kitzmiller, Md.
" 5.....	Potomac Valley Coal Co. (Testing Scales).....	Lonaconing, Md.
" 6.....	Maryland Coal Co. (Testing Scales).....	Lonaconing, Md.
" 7.....	George's Creek Coal Co., No. 4 (Fatal Accident)....	Barton, Md.
" 8.....	Office Work.....	Barton, Md.
" 10.....	Caledonia Coal Co.....	Reynolds, Md.
" 11-12-13	Attending Court in Oakland, Md.....	Oakland, Md.
" 14.....	Caledonia Coal Co. (Testing Scales).....	Cumberland, Md.
" 15.....	Office Work.....	Barton, Md.
" 17.....	Barton Mining Co.....	Eckhart, Md.
" 18-19.....	Attending Court in Oakland, Md.....	Frostburg, Md.
" 20.....	State's Attorney's Office.....	Allegheny, Md.
" 21.....	Hoffa Bros. Coal Co., Potomac Mine (Test. Scales)	Allegheny, Md.
" 22.....	Consolidation Coal Co., No. 4 Mine.....	Chaffee, Md.
" 24.....	Office Work.....	Barton, Md.
" 27.....	Big Savage Clay Mine.....	Allegheny, Md.
" 28.....	Savage Mountain Clay Mine.....	Allegheny, Md.
" 29.....	Chaffee Coal Co. (Fatal Accident).....	Chaffee, Md.
" 31.....	Hoffa Brothers Coal Co., Baker Town Mine (Test- ing Scales).....	Barton, Md.
Jan. 2.....	Phoenix & George's Creek Coal Co. (Testing Scales)	Phoenix, Md.
" 3.....	Hoffa Brothers Coal Co.....	Moscow, Md.
" 4.....	Green Mining Co.....	Barton, Md.
" 5.....	Caledonia Coal Co.....	Barton, Md.
" 7.....	Hampshire Big Vein Coal Co.....	Reynolds, Md.
" 8.....	Westernport Coal Co.....	Franklin, Md.
" 9.....	Clare Coal Co.....	Franklin, Md.
" 10.....	Miller & Green Coal Co.....	Westernport, Md.

TABLE OF MINE INSPECTIONS—(Continued).

Date	Name of Company	Address
" 11.....	Allegheny Coal Co.....	Westernport, Md.
" 14.....	Phoenix & George's Creek Coal Co.....	Phoenix, Md.
" 15.....	George's Creek Coal Co., No. 2 (Testing Scales)....	Lonaconing, Md.
" 16.....	Grand Jury.....	Cumberland, Md.
" 18.....	West Virginia Pulp & Paper Co., Devon Mine.....	Luke, Md.
" 19.....	Office Work.....	Frostburg, Md.
" 21.....	Mount Savage & George's Creek.....	George's Creek, Md.
" 22.....	Parker & George's Creek Coal Co.....	Barrellsville, Md.
" 23.....	Brailer Mining Co.....	Mount Savage, Md.
" 24.....	Mount Savage & George's Creek (Testing Scales)...	George's Creek, Md.
" 25.....	Consolidation Coal Co., No. 4.....	Eckhart, Md.
" 26.....	Office Work.....	
" 28.....	Big Savage Clay Mine.....	Frostburg, Md.
" 29.....	Savage Mountain Clay Mine.....	Allegheny, Md.
" 30.....	Phoenix & George's Creek.....	Reynolds, Md.
" 31.....	Securing Tonnage from Wagon Mines.....	
Feb. 1-2.....	Securing Tonnage from Wagon Mines.....	
" 4-5-6-7-8.....	Attending Judge Rose's Court in Baltimore, Md....	
" 9.....	Phoenix & George's Creek (Testing Scales).....	Phoenix, Md.
" 11.....	Chaffee Coal Co.....	Vindex, Md.
" 12.....	Potomac Valley Coal Co.....	Kitzmiller, Md.
" 13.....	Hamill Coal & Coke Co.....	Kitzmiller, Md.
" 14.....	Blaine Mining Co.....	Potomac Manor, Md.
" 15.....	Garrett County Coal Co.....	Dodson, Md.
" 16.....	Davis Coal & Coke Co.....	Kempton, Md.
" 18.....	Wolfden Coal Co.....	Dill, Md.
" 19.....	Garrett County Coal Mining Co.....	Dodson, Md.
" 20.....	Davis Coal & Coke Co.....	Kempton, Md.
" 21.....	Consolidation Coal Co., No. 1.....	Ocean, Md.
" 22.....	Consolidation Coal Co., No. 7.....	Lord, Md.
" 23.....	Office Work.....	Frostburg, Md.
" 25.....	McKee Coal Co.....	Lord, Md.
" 26.....	Consolidation Coal Co., Aster Mine.....	Vale Summit, Md.
" 27.....	New York Mining Co., No. 1.....	Allegheny, Md.
" 28.....	Hoffa Brothers Coal Co., Potomac.....	Barton, Md.
Mar. 1.....	Hampshire Coal Co.....	Reynolds, Md.
" 2.....	Office Work.....	
" 4.....	Union Mine Co., Clay Mine.....	Mount Savage, Md.
" 5.....	W. J. Chapman Coal Co.....	Barton, Md.
" 6.....	Stanton & George's Creek Coal Co.....	Short Gap, Md.
" 7.....	Patterson Coal Co.....	Bloomington, Md.
" 8.....	Office Work.....	
" 9.....	Midlothian Coal Co.....	Midlothian, Md.
" 11.....	Maryland & George's Creek Coal Co., Montel.....	Montel, Md.
" 12.....	Piedmont & George's Creek Coal Co.....	Eckhart, Md.
" 13.....	Sullivan Coal Co.....	Eckhart, Md.
" 14.....	Hampshire Coal Co., No. 2.....	Reynolds, Md.
" 15.....	Brailer Mining Co.....	Mount Savage, Md.
" 16.....	Midland Mining Co.....	Midland, Md.
" 18.....	Maryland Coal Co.....	Lonaconing, Md.
" 19.....	Cumberland Big Vein Coal Co.....	Eckhart, Md.
" 20.....	Office Work.....	

MARYLAND MINE INSPECTORS.

PETER CAIN From May, 1874, to May, 1876	ALEXANDER RANKIN From May, 1898, to May, 1890
OWEN RIORDAN From May, 1876, to May, 1880	JAMES P. CARROLL From May, 1900, to May, 1904
THOMAS BROWN From May, 1880, to May, 1884	THOMAS MURPHY From May, 1904, to May, 1908
DENNIS SHERIDAN From May, 1884, to May, 1886	JOHN H. DONAHUE From May, 1908, to May, 1912
CHARLES H. HAMMIL From September 9, 1886, to May, 1888	WILLIAM WALTERS From May, 1912, to May, 1916
R. T. BROWNING From May, 1888, to May, 1892	JOHN L. CASEY From May, 1916, to March 20, 1918
F. J. McMAHON From May, 1892, to May, 1896	JOHN POWERS From April 1, 1918, to June 1, 1918
OTTO HOHING From May, 1896, to May, 1898	FRANK POWERS From June 1, 1918, to Sept. 1, 1918
	LAWRENCE DUNN

SCALE OF WAGES IN THE GEORGE'S CREEK FIELD.

FROM MAY 1, 1880, TO MAY 1, 1918.

	Per Gross Tons Picked
May 1, 1880.....	\$0.65
June 1, 1882.....	.50
December 1, 1884.....	.40
March 1, 1887.....	.50
April 1, 1894.....	.40
April 1, 1896.....	.45
April 1, 1900.....	.55
April 1, 1903.....	.65
April 6, 1904.....	.60
April 1, 1910.....	.63
April 1, 1912.....	.65½
January 15, 1916.....	.68
October 16, 1916.....	.75
March 1, 1917.....	.85
May 1, 1917.....	.93½
November 1, 1918.....	1.05

FATAL ACCIDENTS FROM

Date	Name of Company	Mine	Name of Person Injured	Occupation
May 8	Davis Coal & Coke Co.	Kempton	William B. Schultz	Sub. Tender
June 3	McNitt Coal Co.	McNitt	Davy Clark	Miner
" 15	Mount Savage & George's Creek	Barrellsville	Harry Curley	Miner
July 2	Hamill Coal & Coke Co.		Harry Horse	Miner
" 6	Maryland & George's Creek Coal Co.	Montel	Michael Laughney	Miner
" 10	Frostburg Big Vein Coal Co.		William Shiver	Laborer
" 23	Garrett Coal Mining Co.	Dodson	George W. Metz	Brakeman
Aug. 28	Blaine Mining Co.		Buttice Guisepe	Miner
" 31	Davis Coal & Coke Co.	Kempton	Robert C. Pope	Utility Man
Nov. 10	Barton Mining Co.		William Footen	Miner
" 16	Consolidation Coal Co.	No. 1	John Anthony	Miner
" 20	Fitzpatrick Coal Co.		Samuel Donaldson	Miner
Dec. 12	George's Creek Coal Co.	No. 4	George S. Whitefield	Miner
" 28	Consolidation Coal Co.	No. 7	James Walbott	Driver
Feb. 7	Strathmore Coal Mining Co.		R. B. Durst	Miner
" 16	Davis Coal & Coke Co.	Kempton	Harvey James	Brakeman
" 21	Caledonia Coal Co.	Moscow No. 1	Tony Futti	Miner
Mar. 29	Consolidation Coal Co.	Tyson No. 7	Leonard Dawson	Miner
Apr. 5	Union Mining Co.	Black Hill	John Lauder	Miner
" 22	Fazenbaker Coal Co.	Fuel Mine	Maurice Fazenbaker	Miner
" 24	Davis Coal & Coke Co.	Kempton	Davy Orlich	Miner

MAY 1, 1917, TO MAY 1, 1918.

Married or Single	Age	Fam-ily	Nationality	Residence	Cause of Accidents
Married	29	3	American	Kempton, Md.	Came in contact with live wire. Death.
Married	48	3	American	Shaft, Md.	Fall of rashings.
Single			American	Barrelsville, Md.	Fall of rock.
Single	24		American	Kitzmiller, Md.	Fall of middle rock.
Single	42		Irish	Frostburg, Md.	Run over by mine cars.
Single	16		American	Frostburg, Md.	Run over by mine cars.
Single			American	Dodson, Md.	Thrown from runaway trip.
Married	47	2	Italian	Potomac Manor, Md.	Shot of rock.
Married	31	2	American	Kempton, Md.	Caught between cage and timber in the shaft.
Single	30		American	Barton, Md.	Fall of bone coal.
Married		3	American	Midland, Md.	Fall of roof and breast coal.
Single	31		American	Pekin, Md.	Fall of roof and rashings.
Single			American	Lonaconing, Md.	Fall of heading rock.
Single	18		American	Lord, Md.	Fall of roof and rashings.
Married	40	4	American	Gorman, Md.	Hit by loaded trip.
Single	18		American	Kempton, Md.	Contact with live wire.
Single	42		Italian	Pekin, Md.	Shot blown through the rib.
Married	49	7	American	National, Md.	Fall of rock.
Married	48	2	Scotch	Mount Savage Md.	Fall of rock.
Married	36	1	American	Westernport, Md.	Fall of roof and breast coal.
Married	42	8	Slavish	Kempton, Md.	Fall of rock.

FATAL ACCIDENTS.

On May 8, 1917, William B. Schultze, a sub-station tender, residing at Kempton and employed by the Davis Coal & Coke Company, was instantly killed by coming in contact with live wire.

The deceased was employed as a night man at the sub-station. The sub-station is divided from the hoisting-room by a grating, and it is the rules of the company forbidding anyone from entering this station while the power was on. For some reason the unfortunate man entered this sub-station and was found dead the next morning by the fire boss.

Time of Inspection—May 9, 1917, at 9 A. M., in company with Superintendent Roberts and Mine Foreman Stewart.

Married. Children—3 minors. American.

On Sunday, June 3, 1917, Davy Clark, a miner, employed by the McNitt Coal Company and residing in Shaft, was instantly killed.

The deceased was just finishing the prop and was making ready for the last set of timber. He had placed a prop on the left side, but he did not succeed in placing it far enough from the track. His Buddy, Brimlow, removed the prop and was holding it while Clark, in a kneeling position, was trimming it in order to move it back farther. It was while in this act that the rashings gave away on the right-hand side, swinging the timber and thus burying Clark 15 feet from the face.

He was removed one-half hour later and taken to a Frostburg undertaker, where his body was prepared for burial.

Married. Age—48. Nationality—American. Five children—3 minors, 2 adults.

Inspection at 3.30 P. M. on Sunday, June 3, 1917, in company with Mine Foreman George Tennant.

On the morning of June 15, 1917, at 11.45 A. M., Harry Curley, a miner residing at Barrellsville and employed by the Mount Savage & George's Creek Coal Company, was fatally injured.

He was working in the mine No. 1, and was hurt internally by being caught by a piece of draw rock. He was in the act of digging when the rock fell. It is the custom to take down this rock after every fall of coal, but in this case he did not take it down. He was taken to the Allegheny Hospital, where he died June 16, 1917, at 6.15 P. M.

Single. American.

Time of inspection was 7.30 A. M. Monday, June 18, 1917, in company with Superintendent Speir.

On July 2, 1917, at 2 P. M., Howard Horse, a miner residing at Kitzmiller, Md., and employed by the Hamill Coal & Coke Com-

pany, was almost instantly killed by a fall of middle rock in No. 1 Mine heading-room.

The deceased was loading a car when the rock fell, crushing him against the pavement, from the effects of which he died one hour later. The rock measured five feet long, two feet wide and twenty inches thick. He should have taken this piece of rock down before loading the car, but, being anxious to load the car for the next trip, he takes a chance. He had been working in this mine for about three months in company with his brother Floyd. His home was in St. George, W. Va., where his body was taken for burial.

Time of Inspection—July 3, 1917, at 9 A. M., in company with W. D. Walker, Superintendent.
Age—24. Single. Nationality—American.

On July 6, 1917, at 2.30 P. M., Michael Laughney, a miner, residing at Frostburg, Md., and employed by the Maryland & George's Creek Coal Company, was so badly hurt that he died from his injuries on July 8 at 4 A. M. at the Miners' Hospital, Frostburg, Md.

The deceased was riding on loaded cars when they struck other cars. He jumped, catching his trouser leg on the brake-handle, throwing him under the cars. On the right leg the skin was torn off below the knee to the ankle; the small bone in the leg was broken at both ends and torn loose. The big muscles of the calf of the leg were torn off, and the large artery torn off.

Time of Inspection—Monday, July 8, 1917, at 1.30 P. M.
Age—42. Single. Nationality—Irish.

At 10 A. M. July 24, 1917, William Shiver, water boy employed by the Frostburg Big Vein Coal Company, was almost instantly killed by being run over by a car loaded with rock.

The car had been taken out of the mines and the driver had just unhooked the ponies from this car and was busily engaged in hooking them to the empty car. While he was thus engaged young Shiver jumped on the car of rock, loosened the brakes and started the car down the tramroad a distance of about 300 feet.

The car collided with an empty car on the tramroad, and it is supposed that it was at this point that the boy must have fallen off the car, for when assistance arrived at the scene of the accident the deceased was found buried under the car and rock. He was removed from the wreckage and rushed to the Miners' Hospital, where he died at 1.30 P. M. on July 24, 1917.

Time of inspection at 8.30 A. M. on July 25, 1917, in company with Mine Foreman Joseph Maurey.
Age—16. Single. American.

On July 23, 1917, George Wililam Metts, a laborer, residing at Dodson and employed by the Garrett County Coal Mining Company, was instantly killed by being thrown from the trip.

The deceased was a brakeman on the tramroad and was stepping from the trip, when, in some manner, he overbalanced and fell, striking his head against the ground, breaking his neck and died instantly.

Single. Nationality—American.

On Tuesday morning, August 28, 1917, Buttice Guisepe of Potomac Manor, W. Va., and employed by the Blaine Mining Co. as a miner, was almost instantly killed by a shot of rock.

The deceased was in what is known as the Boundary Heading, and had lit a shot of dynamite to blow the rock down. He was found by a fellow-workman lying between the left rib and car, unconscious and bleeding. He carried him to the heading road and there summoned Superintendent Boyd. He was removed from the mine to his boarding-house and a physician was called. The next morning he was removed to the Hoffman Hospital, where he died on August 30, at 7 A. M.

It is thought that the shot did not go off as he had expected, and that he had gone back to see what was the trouble, and at the point where he had put the shot in it went off, striking him on the head and face, fracturing the skull.

Time of Inspection—August 30, in company with
General Manager J. G. Boyd and engineer.
Age—47. Nationality—Italian. Married. Children—2 adults.

On Friday, August 31, 1917, Robert C. Pope, employed by the Davis Coal & Coke Company at their mine at Kempton, Md., as a repairman on the shaft, was instantly killed by being caught between the cage and timber in the shaft.

The deceased was repairing the guides in the shaft and was within twelve feet from the bottom of the shaft. He had the cage below, where he was working all the way down the shaft, and at this point he had only two more bolts to drive. He, therefore, signaled to his helper to have the cage raised and assured him that he was safe. He placed his body between the timber, with his head along the guide, and it seems that when the hood passed him he turned his head, the plain of the cage catching him on the chin, breaking both jaws and bursting his skull, causing death instantly.

Time of Inspection—Saturday, September 1, at 11
A. M., in company with Mine Foreman Stuart.
Age—31. Married. Children—2 minors.

On November 10, 1916, William Footen, a miner, residing in Barton and employed by the Barton Mining Company, was so badly hurt that he died at a later date.

The deceased was working in the second right heading. He went into the room of William M. Miller and he was told that the bone coal was bad, nevertheless, he takes an auger and begins boring a hole into the breast. The bone coal then gives away, catching him across the back, puncturing the backbone. He was taken to the Allegany Hospital at Cumberland and was operated upon by Drs. McGann and Franklin. He died May 10, 1917.

Time of Inspection—November 11, 1916, at 10 A. M.,
in company with Joseph Conroy, Superintendent.
Age—30. Nationality—American. Single.

On November 16, ¹⁹¹⁷ Mr. John Anthony and Mr. Joseph Nolan, both miners, were working in room No. 6, off McFarland's heading in Mine No. 1 of the Consolidation Coal Company.

John Anthony was instantly killed and Joseph Nolan was injured while shoveling coal into a car.

There were about six tons of rib and rashing fell during the night, about 150 feet back of the working face. The two miners were engaged in loading this fall into a car, when the rib and rashings in the brake side of the car fell, completely covering Anthony and partly covering Nolan. Anthony's neck was broken and chest crushed. Nolan had one rib broken and contusion of left thigh.

Condition of place: 16 feet high. Top coal and rashings over roadway had been loaded away previous to present fall.

Time of Accident—9 A. M. November 16, 1917.
Time of Inspection—9.30 A. M., in company with J.
Jenkins, Assistant Manager; Chris Roberts, Super-
intendent, and Peter Bush, Mine Foreman.
Nationality—American. Occupation—Miner. Mar-
ried—Yes. Three children, all minors.

On November 20, 1917, Samuel Donaldson, a miner, residing at Pekin and employed by the Fitzpatrick Coal Company, was instantly killed.

The deceased was placing a car with a horse, and on entering the cross-cut the car jumped the track and in doing so knocked out the prop supporting the king bar, which resulted in letting down the roof and causing the accident.

Time of Accident—1 P. M.

Time of inspection was November 21 at 9 A. M., in
company with Superintendent John Fitzpatrick.
Age—31. Single. Nationality—American.

On December 12, George S. Whitefield, a miner, residing at Lonaconing, Md., and employed at Mine No. 4 of the George's Creek Coal Company, was instantly killed.

The deceased was working in a heading in the above-mentioned mine, and had taken down the rock and had commenced boring a hole when the piece of rock gave away, crushing his life out.

Time of Inspection—December 12, 1918.

Married. Children—None. American.

On December 28, 1917, Mr. James Walbert, a driver, driving on right side of slope in No. 7 mine of Consolidation Coal Company, was instantly killed while placing a car.

Mr. Walbert was driver to second shift, and while placing car said car left track, striking and knocking out prop which supported hinge bar, letting down top coal.

For two hours the men worked before securing the body.

The condition of the place where the accident occurred was showing weight ——— for some distance back from working place.

Size of fall 20 feet long; 23 feet wide; 6 feet thick.

Time of Accident—5 P. M. December 28, 1917.

Time of Inspection—7.30 P. M. December 28, 1917,
accompanied by James Weston, William Sleeman
and B. Bradley.

Nationality—American. Occupation—Driver. Single.
Age—18.

On February 7, 1918, R. B. Durst, a miner residing at Gorman, employed by the Strathmore Coal Mining Company, was instantly killed by being hit by a loaded car of coal.

The deceased was standing on the track near the dump when the rope on the plane broke, causing the trip to run away, striking him and knocking him over the dump and breaking his neck.

Time of Accident—3 P. M.

Married. Children—4 adults.

On February 16, 1918, Harvey James, a sprager, residing at Kempton and employed by the Davis Coal & Coke Company, was instantly killed by coming in contact with a live wire.

Age—18. Single. American.

On February 21, 1918, Tony Futti, a miner, residing at Pekin, Md., employed at Mosco No. 1 of the Caledonia Coal Company, was seriously hurt and died before he reached home.

The deceased was driving a cross-cut from the main heading to a side heading, and the miners in the side heading notified him that they were going to fire, but the deceased continued shoveling coal into the car, regardless of having been notified to leave the place, when the shot went off and threw him against the car, which resulted in his death some time later.

Time of Accident—9 A. M.

Time of Inspection—10 P. M., in company with
Superintendent Enos and Mine Foreman Brown.

Single. Nationality—Italian.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF APRIL, 1918.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF MARCH, 1918.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF FEBRUARY, 1918.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF JANUARY, 1918.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF AUGUST, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF JULY, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF DECEMBER, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF NOVEMBER, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF OCTOBER, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF SEPTEMBER, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF JUNE, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

NON-FATAL ACCIDENTS OCCURRING DURING THE MONTH OF MAY, 1917.

Table with columns: Date, Name of Company, Mine, Foreman, Name of Person Injured, Occupation, Age, Married or Single, No. Days Lost, No. In Family, Nationality, Residence, Cause of Accident, Nature and Extent of Injury.

On March 29, 2.45 P. M., Leonard Dawson, working with his son in No. 7 Tyson, was instantly killed when a fall of rock from the roof fell on the inside end of car, causing it to lift up and catch Dawson's head between frame of car and roof, breaking his neck.

Cause of fall, two slips, one running along the face of coal, the other running parallel with the car.

Place was well timbered, the inside prop two and one-half feet from face of room.

Time of Accident—2.45 P. M. March 29, 1918.
 Time of Inspection—In company with engineers, 5 P. M. March 29. Coal 42 ft. high.
 Leonard Dawson. Age—49. Nationality—American.
 Occupation—Miner. Married. Seven children—6 minors. Length of time employed—11 years.

On April 5, 1918, Mr. John Lauder, miner, was working in air course in Mountain Coal, better known as Blackhill Mine; was instantly killed by a fall of rock.

Mr. Lauder was shoveling coal back on the right side of the place, and his "buddie" had told him to put up a prop. Not doing so immediately, the rock gave way and he was instantly killed.

It was eight feet from last prop to the working face. The size of the rock being four feet wide, five feet long, eight inches thick, and regular in shape, but containing mud seams.

Time of Accident—2.04 P. M. April 5, 1918.
 Time of Death—2.04 P. M. April 5, 1918.
 Time of Inspection—7.25 A. M. April 6, 1918, accompanied by General Manager, Mr. J. Alden.
 Age—48. Nationality—Scotch. Married—Yes. Children—Two, both adults.

On April 22, 1918, Morris Fazenbaker, a farmer, who during the winter dug and hauled fire coal for domestic use of the people of Westernport, was instantly killed by a fall of breast coal.

Age—36. Married. Children—1 minor.

No inspection was made of this accident, due to same not coming under the mine law.

On April 24, 1918, Dave Orlich, a miner, residing at Kempton and employed by the Davis Coal & Coke Company, was seriously hurt, and died on April 27, 1918.

While employed at his work a fall of rock and coal fell upon him, causing a simple fracture of both bones of the right leg, fracture of the spine, laceration through the left eyelid and down the cheek three inches. Also laceration of left temple. Death resulted April 1918.

Age—46. Married—8 children. Nationality—Slavish.

NAME OF GENERAL MANAGER, SUPERINTENDENT AND

Name of Company	Mine	General Manager
Consolidation Coal Co.	No. 1	G. M. Gillette
Consolidation Coal Co.	No. 3	G. M. Gillette
Consolidation Coal Co.	No. 4	G. M. Gillette
Consolidation Coal Co.	No. 7	G. M. Gillette
Consolidation Coal Co.	No. 8	G. M. Gillette
Consolidation Coal Co.	No. 9	G. M. Gillette
Consolidation Coal Co.	No. 10	G. M. Gillette
Consolidation Coal Co.	No. 11, Tyson	G. M. Gillette
Consolidation Coal Co.	No. 12	G. M. Gillette
Consolidation Coal Co.	No. 13	G. M. Gillette
Consolidation Coal Co.	No. 14	G. M. Gillette
Phoenix & George's C. M. Co.	Elkhart	
Phoenix & George's C. M. Co.	Freeport	
Pine Hill Coal Co.	Pine Hill	J. R. Hamilton
Cumberland Big Vein Coal Co.	Conway No. 1	L. Lee Lichtenstein
Caledonia Coal Co.	Big Vein	Richard Brydon
Caledonia Coal Co.	Tyson	Richard Brydon
Caledonia Coal Co.	Bakerstown	Richard Brydon
The George's Creek Coal Mining Co.	Jackson Mine	John S. Hart
Midlothian Coal Co.	Midlothian	William Walters
Miller & Green Coal Co.	No. 1	J. O. J. Green
Westernport Coal Co.	No. 1	Thomas M. Dally
Clair Coal Co.	Penn Mine	V. H. Burntner
New York Mining Co.	Union No. 1	S. J. Alden
New York Mining Co.	Union No. 2	S. J. Alden
Stanton & George's Creek Coal Co.	Stanton	Louis Stanton
Mt. Savage & George's Creek Coal Co.	Mt. Savage No. 1	H. B. Avery
George's Creek-Parker Coal Co.	Parker	Frank C. Myers
McKee Coal Co.	McKee	James Jenkins
McNitt Big Vein Coal Co.	McNitt Nos. 1, 2, 3, 4	James Jenkins
North Maryland Coal Mining Co.	Montel	C. E. Potter
W. E. G. Hitchin	Hitchin	W. E. G. Hitchin
Clifton Big Vein Coal Co.	Clifton	William Harvey
C. & W. Electric Railway Co.	Reynolds	D. D. Price
Chaffee Coal Co.	Chaffee	Sheridan Stottlemeyer
Chaffee Coal Co.	Vindex	Sheridan Stottlemeyer
Chaffee Coal Co.	Clarion	Sheridan Stottlemeyer
West Virginia Pulp & Paper Co.	Devon	W. E. Brown
Chapman Coal Mining Co.	Swanton	John D. Frenzel
New Central Coal Co.	Koontz	Alexander Adams
New Central Coal Co.	Big Vein	Alexander Adams
New Central Coal Co.	Big Vein	Alexander Adams
New Central Coal Co.	Midlothian	Alexander Adams
Green Coal Mining Co.	Moscow No. 1	R. L. Green
Hampshire Big Vein Coal Co.	Hampshire No. 1	J. J. McDonald, Jr.
Hampshire Big Vein Coal Co.	Hampshire No. 2	J. J. McDonald, Jr.
Maryland Coal Co.	Kingsland	J. T. Dobbie
Allegheny Coal Co.	Tacoma	R. C. Roberts
Hoffa Bros. Coal Co.	Potomac	William Hyde
Hoffa Bros. Coal Co.	Moscow	William Hyde
George's Creek Coal Co.	Geo. Cr. No. 1, Big Vein	Wm. F. Coale
George's Creek Coal Co.	Geo. Cr. No. 2, Big Vein	Wm. F. Coale
George's Creek Coal Co.	Geo. Cr. No. 9, Big Vein	Wm. F. Coale
George's Creek Coal Co.	Geo. Cr. Nos. 1, 2, 3, 4, Tyson	Wm. F. Coale
Midland Mining Co.	Neff Run	J. W. P. Somerville
Moscow & George's Creek Mining Co.	Moscow Nos. 2 and 3	J. W. P. Somerville
Allegheny Big Vein Coal Co.	Nos. 1, 2, 3	U. Hanna
Frostburg Big Vein Coal Co.	No. 1	Chas. S. Jeffries
Brailer Mining Co.	Bald Knob	Wm. L. Hamilton
H. G. Evans	Borden	H. G. Evans
Wm. H. Barnes & Son	Barnes	Wm. H. Barnes & Son
Mrs. Jacob Miller Fuel Co.	Big Vein	Mrs. Jacob Miller
Samuel Smith	Smith's	Samuel Smith
Solomon Brode	Brode	Solomon Brode
Evans Coal Co.	Evans	Benjamin Evans
Fitzpatrick Coal Co.	Pekin	John W. Fitzpatrick
Pratt & Stevens	Pratt	T. W. Pratt
C. O. Workman	Nos. 1, 2	C. O. Workman
Eagan Mining Co.	Eagan	Charles Eagan
Sullivan Bros. Coal Co.	Sullivan	John A. Sullivan
Sullivan Bros. Coal Co.	Sullivan	John A. Sullivan
Piedmont & George's Creek Coal Co.	Washington No. 1	John S. Brophy
Piedmont & George's Creek Coal Co.	Washington No. 2	John S. Brophy
Piedmont & George's Creek Coal Co.	Washington No. 3	John S. Brophy
Piedmont & George's Creek Coal Co.	Washington No. 5	John S. Brophy
United Big Vein Coal Co.	Nos. 1, 2	H. W. Rowe

FOREMAN OF ALLEGANY COUNTY, 1917.

Superintendent	Mine Foreman
	Christopher Roberts
	D. J. Morgan
	Hugo Rempel
	Benjamin Bradley
	Peter Hoyer
	W. H. R. Thomas
	Robert H. Edwards
	Robert H. Edwards
	A. C. Neal
	Charles Shields
	W. H. R. Thomas
	Thomas Davis, David Robertson
	E. O. Fazenbaker
	Nathaniel Somerville
	John W. Kreitzburg
	John Shuhart
	John Shuhart
	J. W. Brown
	Frank Quinn, Tyson, and Marcellus Morgan,
	Big Vein
	David Rainey
	David Plummer and James Riggins
	David Wilkins
	Thomas Harris
	Jos. Finzle, Albert Deffinbaugh, Wm. Reidler.
	John Tipping
	Louis Stanton
	Sherd Means, Mt. Savage
	William Farrady
	Robt. T. Shaw
	George Tennant
	Jacob Blubaugh
	George Arnold
	John Harvey
	Robert Harvey
	Rutherford Stottlemeyer
	Rutherford Stottlemeyer
	Rutherford Stottlemeyer
	Henry Biggs, Lon Kellar
	A. L. Frenzel
	Joseph Todd
	Robert Merrbaugh
	Robert Merrbaugh
	Robert Duncan, Sr.
	R. L. Green
	William Rogan
	Allen McDonald
	Jas. Dinning, Arch. Stewart, Geo. Ternent
	Harry Wilson
	William Hyde
	William Hyde
	Nathaniel Somerville
	Nathaniel Somerville
	Nathaniel Somerville
	Nathaniel Somerville
	J. S. Askey
	E. R. Brennan, Edward Shaw
	James Hanna, Frostburg, Md.
	Jos. J. Maurey
	James Walsh
	John Kemp
	Wm. H. Barnes, Midlothian
	J. E. Miller, Lonaconing, Md.
	Samuel Smith, Midlothian, Md.
	Solomon Brode, Frostburg, Md.
	James Fitzpatrick, Pekin, Md.
	T. W. Pratt, Mt. Savage
	C. O. Workman, Frostburg, Md.
	Charles Eagan, Midland, Md.
	John P. Barry, Elkhart, Md.
	Bernard D. Byrnes, Carlos, Md.
	William Brophy
	Oscar Hnber
	M. T. O'Rourke
	John D. Wallace
	Gus Lindeman
John Rankin—F. L. Galbreath	
John Rankin—F. L. Galbreath	
Nathaniel Somerville	
John W. Kreitzburg	
Charles O. Enis	
Charles O. Enis	
Charles O. Enis	
John S. Hart	
William Walters	
J. O. J. Green	
Thomas M. Dally	
Thomas Harris	
S. J. Alden	
S. J. Alden	
Louis Stanton	
H. B. Avery	
Frank C. Myers	
James Jenkins	
James Jenkins	
C. E. Potter, Frostburg	
W. E. G. Hitchin	
William Harvey, Frostburg	
D. D. Price	
Sheridan Stottlemeyer	
Sheridan Stottlemeyer	
Sheridan Stottlemeyer	
W. E. Brown	
John D. Frenzel	
Alexander Adams	
Alexander Adams	
Alexander Adams	
Alexander Adams	
R. L. Green	
J. J. McDonald, Jr.	
J. J. McDonald, Jr.	
J. T. Dobbie, Lonaconing, Md.	
R. C. Roberts	
William Hyde, Barton, Md.	
William Hyde, Barton, Md.	
John R. Hamilton	
John R. Hamilton	
John R. Hamilton	
John R. Hamilton	
J. W. P. Somerville	
J. W. P. Somerville	
U. Hanna	
Chas. S. Jeffries	
Wm. L. Hamilton	
H. G. Evans, Frostburg	
Wm. H. Barnes & Son	
J. E. Miller	
Samuel Smith	
Solomon Brodie, Frostburg, Md.	
John W. Fitzpatrick	
T. W. Pratt, Mt. Savage	
C. O. Workman, Frostburg, Md.	
Charles Eagan	
John A. Sullivan	
John A. Sullivan	
Patrick Brophy	
Martin Condry	
Patrick Brophy	
Patrick Brophy	
H. W. Rowe	

NAME OF GENERAL MANAGER, SUPERINTENDENT AND

Name of Company	Mine	General Manager
Aberdeen Coal Co.	Steyer	F. C. Leonard
Ofutt's Coal Mine	Ofutt's	
J. M. Kisner	Kisner	J. M. Kisner
E. Z. Tower	Collins	E. Z. Towers
W. H. Barnes	Bevans	Wm. H. Barnes
Pendergast & Ashby	Nos. 1, 2	M. W. Pendergast
George Hoover	Hoover	George Hoover
O. H. Leighton	Leighton	O. H. Leighton
R. H. Butler	Butler	R. H. Butler
Aberdeen Coal Co.	Nos. 1, 2	A. Spates Brady
Bloomington Coal Co.	Bloomington	S. B. Brydon
Monroe Coal Mining Co.	Elk Run Nos. 1, 3	Wm. H. Gibson
Davis Coal & Coke Co.	Kempton No. 42	M. A. Stewart
Cutchall & Gates	Neth Ken	J. E. Cutchall
Blaine Mining Co.	Potomac Manor Nos. 1, 2	J. G. Boyd
Garrett County Coal & Mining Co.	Dodson Nos. 1, 3, 5, 6, 7	Wm. H. Gibson
G. C. Pattison	Pattison	G. C. Pattison
G. C. Pattison	Pattison	G. C. Pattison
Potomac Valley Coal Co.	Peerless	Otis E. Abernethy m
Potomac Valley Coal Co.	Louise	Otis E. Abernethy m
Myers Coal Co.		C. A. Bender
Hamill Coal & Coke Co.	Hamill Nos. 1, 2, and Freeport No. 1	R. A. Smith
Standard Coal Co.	6-Ft. and 4-Ft. Mine	Carl C. Hetzel
Strathmore Coal Co.	Freeport	Mr. Flanagan
Pattison & Brydon Coal Co.	Empire	L. B. Brydon

NAME OF GENERAL MANAGER, SUPERINTENDENT AND

Name of Company	Mine	General Manager
Andrew Ramsay Co.	Maryland	Andrew Ramsay
Big Savage Fire Brick Co.	Big Savage	D. A. Benson
Savage Mountain Fire Brick Co.	No. 5	John A. Caldwell
Union Mining Co.	Nos. 5, 6	S. J. Aldon

FOREMAN OF GARRETT COUNTY, 1917.

Superintendent	Mine Foreman
F. E. Christopher	F. E. Christopher
George Hoover	J. M. Kisner E. Z. Tower, Oakland, Md. W. H. Barnes, Jennings, Md. Dorsey T. Ashby, Crellin, Md. George Hoover O. H. Leighton R. H. Butler, Jennings, Md. F. E. Christopher John Tibbett L. A. Kight J. B. Watkin J. E. Fluke, C. C. Chinaworth G. L. Campbell H. V. Sager, Dodson, Md. Thos. P. Swan, Russell Pattison Thos. P. Swan, Russell Pattison Robert T. Fritts Jas. A. Smith Wm. P. Baker W. D. Walker
A. Spates Brady S. B. Brydon Wm. H. Gibson M. A. Stewart J. E. Cutchall George Boyd A. J. Garrett Russell Pattison Russell Pattison Otis E. Abernethy Otis E. Abernethy Wm. P. Baker R. A. Smith	L. R. Kight Wm Pierce, and A. S. Kellam, Asst. Foreman John Tibbetts
L. R. Kight Mr. Flanagan S. B. Brydon	

FOREMAN OF CLAY MINES, 1917.

Superintendent	Mine Foreman
James Jenkins Clarence Raley G. A. Schuckhart S. J. Aldon	James Jenkins Charles Wolfe J. Finze, Thomas Machin

Names of Officers, Allegany County, 1917

Name of Company	Principal Office	President's Name and Address	Secretary's Name and Address
Consolidation Coal Co.	Balti., Md.; Continental Bldg.	J. H. Wheelwright, Continental Bldg., Baltimore, Md.	T. K. Stuart, Continental Bldg., Baltimore, Md.
H. G. Evans	Frostburg, Md.	H. G. Evans, Frostburg, Md.	Wm. H. Barnes
Wm. H. Barnes & Son	Midlothian, Md.	Wm. H. Barnes, Midlothian, Md.	Samuel Smith, Midlothian, Md.
Mrs. Jacob Miller Fuel Co.	Lonaconing, Md.	Mrs. Jacob Miller, Lonaconing, Md.	Solomon Brode, Frostburg, Md.
Samuel Smith	Midlothian, Md.	Samuel Smith, Midlothian, Md.	H. Clay Evans, Lonaconing, Md.
Solomon Brode	Frostburg, Md.	Solomon Brode, Frostburg, Md.	John W. Fitzpatrick, Pekin, Md.
Evans Coal Co.	110 E. Main St., Lonaconing, Md.	Benj. H. Evans, Lonaconing, Md.	C. G. Stevens
Fitzpatrick Coal Co.	Pekin, Md.	John W. Fitzpatrick, Pekin, Md.	C. O. Workman, Frostburg, Md.
C. & W. Workman	Mt. Savage, Md.	T. W. Pratt, Mt. Savage, Md.	Wm. J. Sullivan, Eckhart Mines, Md.
Eagan Mining Co.	Frostburg, Md.	C. O. Workman, Frostburg, Md.	D. D. Price, Frostburg, Md.
Sullivan Bros. Coal Co.	Midland, Md.	Charles Egan, Midland, Md.	D. P. Hartzle, Cumberland, Md.
W. E. G. Hitchin	Frostburg, Md.	Dennis P. Sullivan, Eckhart Mines, Md.	Chas. A. Cass
Clifton Big Vein Coal Co.	Frostburg, Md.	W. E. G. Hitchins, Frostburg, Md.	G. W. Chapman
C. & W. Electric Railway Co.	Frostburg, Md.	Uriah Jones, Frostburg, Md.	L. L. Hansell
West Virginia Pulp & Paper Co.	200 Fifth Ave., New York, N. Y.	H. L. Doherty, Frostburg, Md.	B. E. Shipley, Meyersdale, Pa.
Chapman Coal Mining Co.	Sharp and Lombard Sts., Baltimore, Md.	John G. Luke	J. J. E. McGowan, 1 Broadway, New York
New Central Coal Co.	17 Battery Place, New York	W. J. Chapman	R. C. Roberts
Green Coal Mining Co.	Meyersdale, Pa.	Malcolm Baxter	Thos. D. Campbell, Barton, Md.
Hampshire Big Vein Coal Co.	Piedmont, W. Va.	F. W. Shipley, Meyersdale, Pa.	E. J. Roberts
Maryland Coal Co.	1 Broadway, New York	Thos. D. Campbell, Barton, Md.	Thos. D. Campbell, Barton, Md.
Allegany Coal Co.	Westernport, Md.	E. J. Roberts	H. E. Weber, Cumberland, Md.
Hoffa Bros. Coal Co.	Piedmont, W. Va.	H. E. Weber, Cumberland, Md.	J. W. P. Somerville, Cumberland, Md.
George's Creek Coal Co.	Cumberland, Md.	J. W. P. Somerville, Cumberland, Md.	W. A. S. Somerville, Cumberland, Md.
Midland Mining Co.	Room 26, Third National Bank Bldg., Cumberland, Md.	J. W. P. Somerville, Cumberland, Md.	W. A. S. Somerville, Cumberland, Md.
Moscow-George's Creek Mining Co.	Cumberland, Md.	J. W. P. Somerville, Cumberland, Md.	Chas. S. Jeffries
Allegany Big Vein Coal Co.	84 Broadway, Frostburg, Md.	Wm. R. Genter, Frostburg, Md.	Chas. I. Jeffries
Frostburg Big Vein Coal Co.	Frostburg, Md.	Robert Annan	David Braler, Mt. Savage, Md.
Braller Mining Co.	Mt. Savage, Md.	Geo. C. Braller, Mt. Savage, Md.	William Stanton, Grantsville, Md.
New York Mining Co.	Baltimore, Md.	H. C. Black	Julius Adamson, Frostburg, Md.
Stanton-George's Creek Coal Co.	Frostburg, Md.	Louis Stanton, Frostburg, Md.	Wm. A. Baker, Jr., Frostburg, Md.
Mt. Savage-George's Creek Coal Co.	Frostburg, Md.	Geo. Stern, Frostburg, Md.	William Jenkins, Frostburg, Md.
George's Creek-Parker Coal Co.	Frostburg, Md.	F. H. Schreiber, Frostburg, Md.	William Jenkins, Frostburg, Md.
McKee Coal Co.	Frostburg, Md.	Jonathan Jenkins, Frostburg, Md.	J. M. Irwin, House Bldg., Pittsbourg, Pa.
McNitt Big Vein Coal Co.	Frostburg, Md.	Jas. H. Fuller, Frostburg, Md.	John Keating, Cumberland, Md.
North Maryland Coal Mining Co.	302 House Bldg., Pittsburgh, Pa.	E. J. House, House Bldg., Pitsks, Pa.	Ralph P. Barman, Evans Bldg., Washington, D. C.
Piedmont & George's Creek Coal Co.	Frostburg, Md.	Frank S. Brophy, Frostburg, Md.	
United Big Vein Coal Co.	13 Guilford Ave., Baltimore, Md.	John Ehlen, 13 Guilford Ave., Baltfo.	
Phoenix & George's Creek Mining Co.	Westernport, Md.	W. D. Althouse, 515 Widener Bldg., Philadelphia, Pa.	

Names of Officers, Allegany County—Concluded

Name of Company	Principal Office	President's Name and Address	Secretary's Name and Address
Caledonia Coal Co. Pine Hill Coal Co. Cumberland Big Vein Coal Co. George's Creek Coal Mining Co. Midlothian Coal Co. Miller & Green Coal Mining Co.	Barton, Md. Lonaconing, Md. Cumberland, Md. 408 Frick Bldg., Pittsburgh, Pa. Cumberland, Md. Westernport, Md.	Richard Brydon, Piedmont, W. Va. J. R. Hamilton, Lonaconing, Md. J. Lee Lichtenstein, Cumberland, Md. Eugenie L. Reilly Carl Hetzel, Cumberland, Md. John F. Miller and J. O. J. Green, Westernport, Md.	Howard P. Brydon, Piedmont, W. Va. J. R. Hamilton, Lonaconing, Md. Edward Ryan, Frostburg, Md. F. E. Feabody, Treasurer and Secretary Robert L. Stallings, Cumberland, Md. John F. Miller and J. O. J. Greene, Westernport
Clair Coal Mining Co. Westernport Coal Co.	Westernport, Md. Westernport, Md.	V. H. Burtner, Westernport, Md. William Paul, Westernport, Md.	V. H. Burtner, Westernport, Md. Horace P. Whitworth, Westernport, Md.

Names of Officers, Garrett County, 1917

Name of Company	Principal Office	President's Name and Address	Secretary's Name and Address
Aberdeen Coal Co. O'Potts Coal Mine	Washington, D. C. Oakland, Md.	F. C. Leonard, Cowdersport, Pa.	Geo. S. Rees, Washington, D. C.
J. M. Kisner E. Z. Tower	Sinus, Md. Oakland, Md.	J. M. Kisner, Sinus, Md. Z. Tower, Oakland, Md.	M. W. Pendergast, Hutton, Md.
W. H. Barnes Pendergast & Ashby	Jennings, Md. Hutton, Md.	W. H. Barnes, Jennings, Md. George Hoover, Hutton, Md.	M. W. Pendergast, Hutton, Md.
George Hoover O. H. Leighton	Jennings, Md. Oakland, Md.	George Hoover, Jennings, Md. O. H. Leighton, Oakland, Md.	M. W. Pendergast, Hutton, Md.
R. H. Butler Aberdeen Coal Co.	Jennings, Md. 718 Evans Bldg., Washington	R. H. Butler, Jennings, Md. Fred C. Leonard, Crowdersport, Pa.	M. W. Pendergast, Hutton, Md.
Bloomington Coal Co. Monroe Coal Mining Co. Davis Coal & Coke Co.	Grafton, W. Va. Bethlehem, Pa. Baltimore, Md.	Mrs. S. V. Brydon, Bloomington, Md. Allan C. Dodson, Bethlehem, Pa. A. W. Calloway, Continental Bldg., Baltimore, Md.	Geo. S. Rees, 718 Evans Bldg., Washington, D. C. L. B. Brydon, Grafton, W. Va. Josiah Bachman, Bethlehem, Pa. E. R. Stewart, Continental Bldg., Baltimore, Md.
Cutchall & Gates Blaine Mining Co.	Harrisburg, Pa. 1 Broadway, New York	J. E. Cutchall, Six-Mile Run, Pa. T. B. Davis, 1 Broadway, New York	Geo. S. Rees, 718 Evans Bldg., Washington, D. C. L. B. Brydon, Grafton, W. Va.
Garrett County Coal & Mining Co. G. C. Pattison	Bethlehem, Pa. Bloomington, Md. Kitzmillerville, Md.	E. L. Bullock, Hazleton, Pa. G. C. Pattison, Bloomington, Md. John Y. Hite, Fairmont, W. Va.	Chas. C. Bye, Wilmington, Del. G. C. Pattison, Bloomington, Md. Louis Raferro, 902 Finance Bldg., Philadelphia, Pa.
Potomac Valley Coal Co. Myers Coal Co. Chaffee Coal Co.	Real Estate Trust Bldg. Philadelphia, Pa. Blaine, W. Va.	C. A. Bender, Grantsville, Md. P. J. Baral, Real Estate Bldg. Philadelphia, Pa.	C. A. Bender, Grantsville, Md. Howard Pfeiffer, Real Estate Trust Bldg., Philadelphia, Pa.
Hamill Coal Co. Pattison & Brydon Coal Co.	Blaine, W. Va. Grafton, W. Va.	M. M. Brown, Blaine, W. Va. L. B. Brydon, Grafton, W. Va.	J. A. Shore, Blaine, W. Va. L. B. Brydon, Grafton, W. Va.
Standard Coal Co. Strathmore Coal Co.	Cumberland, Md. Room 30 Church St., New York	Carl C. Hetzel, Cumberland, Md. Manuel M. Llera, Room 412, 30 Church St., New York	G. H. Hetzel, Cumberland, Md. George W. Kellam, Room 412, 30 Church St., New York

Names of Officers, Fire Clay Mines, 1917

Name of Company	Principal Office	President's Name and Address	Secretary's Name and Address
Andrew Ramsay Co. Ely Savage Fire Brick Co. Savage Mountain Fire Brick Co. Union Mining Co.	Mt. Savage, Md. Frostburg, Md. Frostburg, Md. Mt. Savage, Md.	Andrew Ramsay, Mt. Savage, Md. D. Armstrong, Frostburg, Md. John A. Caldwell, Frostburg, Md. H. C. Black	William Hopkins, Mt. Savage, Md. D. A. Benson, Frostburg, Md. W. F. Caldwell, Piedmont, W. Va.

ALLEGANY COUNTY TONNAGE FOR THE YEAR OF 1917.

Name of Company	Tonnage
Consolidation Coal Co.....	1,150,436.00
W. E. G. Hitchin.....	3,298.00
Clifton Big Vein Coal Co.....	3,390.00
Cumberland & Westernport Electric Railway Co.....	3,985.00
West Virginia Pulp & Paper Co.....	133,504.00
Chapman Coal Mining Co.....	60,000.00
New Central Coal Co.....	86,629.00
Green Coal Mining Co.....	12,500.00
Hampshire Big Vein Coal Co.....	83,483.00
Maryland Coal Co.....	155,900.00
Allegheny Coal Co.....	40,738.00
Hoffa Bros. Coal Co.....	105,022.00
George's Creek Coal Co.....	300,130.00
Midland Mining Co.....	65,045.00
Moscow & George's Creek Mining Co.....	33,974.00
Allegheny Big Vein Coal Co.....	2,653.00
Frostburg Big Vein Coal Co.....	26,908.00
Brailer Mining Co.....	36,439.00
New York Mining Co.....	141,847.00
Stanton & George's Creek Coal Co.....	7,082.00
Mt. Savage-George's Creek Coal Co.....	27,384.00
George's Creek-Parker Coal Co.....	30,976.00
McKee Coal Co.....	43,972.00
McNitt Big Vein Coal Co.....	13,465.00
North Maryland Coal Mining Co.....	41,831.00
Piedmont & George's Creek Coal Co.....	218,236.00
Sullivan Bros. Coal Co.....	140,226.00
United Big Vein Coal Co.....	17,978.00
Evans Coal Co.....	394.00
Fitzpatrick Coal Co.....	2,219.00
C. O. Workman.....	3,453.00
Eagan Mining Co.....	2,812.00
H. G. Evans.....	5,993.00
Mrs. Jacob Miller Fuel Co.....	900.00
Wm. H. Barnes & Son.....	1,479.00
Samuel Smith.....	5,667.00
Solomon Brode.....	2,110.00
Midlothian Coal Co.....	38,584.00
Clair Coal Co.....	11,400.00
Westernport Coal Co.....	1,839.00
George's Creek Coal Mining Co.....	52,189.00
Phoenix & George's Creek Coal Co.....	49,170.00
Pine Hill Coal Co.....	23,000.00
Cumberland Big Vein Coal Co.....	29,000.00
Caledonia Coal Co.....	82,500.00
Miller & Green Coal Co.....	17,120.00
Total.....	3,316,860.00

GARRETT COUNTY TONNAGE FOR THE YEAR OF 1917.

Name of Company	Tonnage
J. M. Kisner.....	750.00
E. Z. Tower.....	150.00
W. H. Barnes.....	498.00
Pendergast & Ashby.....	14,293.00
George Hoover.....	308.17
O. H. Leighton.....	175.00
R. H. Butler.....	1,800.00
Bloomington Coal Co.....	33,377.00
Monroe Coal Co.....	42,846.00
Davis Coal & Coke Co.....	207,902.00
Cutchall & Gates.....	16,536.00
Blaine Mining Co.....	115,230.00
Garrett County Coal Mining Co.....	101,864.00
G. C. Pattison.....	25,173.00
Potomac Valley Coal Co.....	80,573.20
Aberdeen Coal Co.....	15,091.96
Ofutts Coal Mine.....	300.00
Myers Coal Co.....	125.00
Hamill Coal & Coke Co.....	96,902.00
Chaffee Coal Co.....	72,128.00
Hubbard Coal Co.....	11,093.00
Strathmore Coal Co.....	15,494.00
Pattison & Brydon.....	15,464.00
Standard Coal Co.....	5,303.00
Total.....	873,376.00

TONNAGE FOR THE YEAR OF 1917—CLAY MINES.

Name of Company	Tonnage
Andrew Ramsay & Co.....	1,630.00
Big Savage Fire Brick Co.....	15,185.00
Savage Mountain Fire Brick Co.....	14,232.00
Union Mining Co.....	54,895.00
Total.....	85,942.00

DETAILS OF PERSONS EMPLOYED, DAYS WORKED AND TONNAGE FOR ALLEGANY COUNTY FOR THE YEAR 1917.

Name of Company	Mine	Openings	Coal Seam Worked	Distribution of Employees				Days Worked During the Year	Output Statistics			Accidents			
				Miners	Drivers	Laborers			Pick	Machine	Total	Fatal	Non-Fatal		
						Inside Laborers	Outside Laborers							Total	
Eagan Mining Co.	Eagan	2	Big Vein	4	1	...	5	150	2,812	.....	.....	2,812	.....	.....
H. G. Evans Coal Co.	Borden	1	Nine Foot	7	1	.....	8	275	5,993	.....	.....	5,993	.....	.....
Wm. H. Barnes & Sons Coal Co.	Barnes	1	Big Vein	2	.....	.....	2	218	1,479	.....	.....	1,479	.....	.....
Mrs. Jacob Miller Fuel Co.	Smith	1	B. C. E. V.	2	.....	.....	2	226	9,900	.....	.....	9,900	.....	.....
Samuel Smith Coal Co.	Smith	1	B. C. E. V.	3	.....	.....	3	.....	5,667	.....	.....	5,667	.....	.....
Salomon Brode	Brode	1	Big Vein	1	.....	.....	1	.....	2,110	.....	.....	2,110	.....	.....
Piedmont & George's Creek	Washington No. 1	1	L. Kittanning	38	1	38	89	586	68,576	.....	.....	68,576	1	14
Piedmont & George's Creek	Washington No. 2	1	Tyson	68	.....	16	101	289	2,815	.....	.....	83,576	1	3
Piedmont & George's Creek	Washington No. 3	1	Six Foot	3	.....	.....	3	270	12,636	.....	.....	2,815	.....	.....
Piedmont & George's Creek	Washington No. 5	1	Four Foot	48	.....	19	83	277	77,660	.....	.....	73,492	1	5
Sullivan Bros. Coal Co.	Sullivan	1	Tyson and Pitts	55	8	11	19	33	62,566	.....	.....	77,660	1	4
Sullivan Bros. Coal Co.	Sullivan	1	Pittsburg	50	5	8	16	79	.....	.....	.....	62,566	6	6
United Big Vein Coal Co.	No. 1	1	Pitts. and B. V.	19	2	1	10	32	.....	.....	.....	.....	.....	.....
United Big Vein Coal Co.	No. 2	1	Pitts. and B. V.	14	2	1	11	28	.....	.....	.....	.....	.....	.....
Phoenix & George's Creek	Elkhardt	1	Barton	20	3	5	11	73	.....	.....	.....	.....	.....	.....
Phoenix & George's Creek	Freeport	1	Freeport	50	3	3	2	28	.....	.....	.....	.....	.....	.....
West Virginia Pulp & Paper Co.	Devon	1	Kittanning	80	12	8	10	104	133,504	.....	.....	133,504	5	5
Chapman Coal Mining Co.	Swanton	1	Barton Four	75	15	4	10	104	60,000	.....	.....	60,000	8	8
New Central Coal Co.	Koontz	1	Tyson	52	20	4	7	29	57,380	.....	.....	57,380	8	8
New Central Coal Co.	Big Vein	1	Tyson	52	20	4	7	29	24,590	.....	.....	24,590	2	2
New Central Coal Co.	Big Vein	1	Pittsburg	8	1	.....	2	26	3,462	.....	.....	3,462	.....	.....
New Central Coal Co.	Midlothian	1	C.	10	1	.....	3	14	1,197	.....	.....	1,197	.....	.....
Green Coal Mining Co.	Moscow No. 1	1	Big Vein	239	19	31	10	33	12,500	.....	.....	12,500	.....	.....
Consolidation Coal Co.	No. 1	1	Pittsburg-Big Vein	239	19	31	57	346	276,022	.....	.....	276,022	1	32
Consolidation Coal Co.	No. 3	1	Pittsburg-Big Vein	181	17	65	35	298	176,141	.....	.....	176,141	1	36
Consolidation Coal Co.	No. 4	1	Pittsburg-Big Vein	66	7	15	33	121	76,045	.....	.....	76,045	.....	.....
Consolidation Coal Co.	No. 7	1	Pittsburg-Big Vein	105	9	16	28	158	114,634	.....	.....	114,634	1	9
Consolidation Coal Co.	No. 8	1	Pittsburg-Big Vein	75	6	6	11	98	77,837	.....	.....	77,837	.....	.....
Consolidation Coal Co.	No. 9	1	Sawickley or Tyson	155	10	25	23	213	122,510	.....	.....	122,510	.....	.....
Consolidation Coal Co.	No. 10	1	Sawickley or Tyson	64	5	3	7	98	53,344	.....	.....	53,344	.....	.....
Consolidation Coal Co.	No. 11	1	Sawickley or Tyson	30	3	9	16	58	38,230	.....	.....	38,230	.....	.....
Consolidation Coal Co.	No. 12	1	Sawickley or Tyson	125	10	13	21	169	165,248	.....	.....	165,248	1	21
Consolidation Coal Co.	No. 13	1	Pittsburg-Big Vein	55	5	3	9	72	46,586	.....	.....	46,586	.....	.....
Consolidation Coal Co.	No. 14	1	Big Vein	11	2	5	4	22	13,828	.....	.....	13,828	.....	.....
Consolidation Coal Co.	Big Vein	1	Big Vein	8	.....	.....	8	201	3,298	.....	.....	3,298	.....	.....
W. E. G. Hitchins	Hitchins	1	Big Vein	1768	167	331	398	2664	1,736,773	.....	.....	1,736,773	.....	.....
														154,163	1,890,936

DETAILS OF PERSONS EMPLOYED, DAYS WORKED AND TONNAGE FOR ALLEGANY COUNTY FOR THE YEAR 1917.

Name of Company	Mine	Openings	Coal Seam Worked	Distribution of Employees					Days Worked During the Year	Output Statistics			Accidents	
				Miners	Drivers	Inside Laborers	Outside Laborers	Total		Pick	Machine	Total	Fatal	Non-Fatal
Maryland Coal Co.	Kingsland	4	Big Vein	140	15	40	25	220	279%	112,374	43,526	155,900	..	34
Maryland Coal Co.	Waynesburg	..	Tyson	..	..	..	..	..	..	..	..	..	..	..
Maryland Coal Co.	Freeport	..	Kittanning or Davis	..	..	..	..	..	..	..	..	..	..	..
Allegany Coal Co.	Six Foot	2	Big Vein-Bakers-	30	3	2	2	37	209	40,738	..	40,738	..	..
Hoffa Bros. Coal Co.	Potomac	11	town	85	18	12	35	150	250	..	..	..	..	..
Hoffa Bros. Coal Co.	Moscow	1	Bakerstown	10	2	2	6	20	125	105,021	..	105,021	..	..
George's Creek Coal Co.	Geo. Creek No. 1	1	Pittsburg	10	1	..	1	12	281	18,208	..	18,208	..	7
George's Creek Coal Co.	Geo. Creek No. 2	1	Pittsburg	14	2	..	1	17	279	30,888	..	30,888	..	..
George's Creek Coal Co.	Geo. Creek No. 9	1	Pittsburg	16	2	..	1	18	82	3,142	..	3,142	..	..
George's Creek Coal Co.	Geo. Creek No. 1	1	Tyson-Sewickley	60	8	6	12	86	931	66,591	..	66,591	..	2
George's Creek Coal Co.	Geo. Creek No. 2	1	Tyson-Sewickley	25	3	2	5	31	279	19,455	..	19,455	..	..
George's Creek Coal Co.	Geo. Creek No. 3	1	Tyson-Sewickley	60	6	7	10	77	272	77,533	..	77,533	..	6
George's Creek Coal Co.	Geo. Creek No. 4	1	Tyson-Sewickley	70	6	10	7	97	259	84,005	..	84,005	..	3
Midland Mining Co.	Neff Run	2	Big Vein	44	8	4	8	64	271	65,045	..	65,045	..	1
Moscow & George's Creek	Moscow No. 2	1	Big Vein	..	6	3	..	..	..	..	..	..	..	..
Moscow & George's Creek	Moscow No. 3	1	Bakerstown	37	6	3	8	54	226	33,974	..	33,974	..	1
Allegany Big Vein Coal Co.	Moscow Nos. 1, 2, 3	3	4 1/2 Foot Seam	9	1	2	2	14	210	2,653	..	2,653	..	1
Frostburg Big Vein Coal Co.	No.	8	Big Vein and Tyson	42	8	6	35	91	200	26,908	..	26,908	..	6
Brallier Mining Co.	Bald Knob	1	Pittsburg and Tyson	50	6	6	8	70	200	36,439	..	36,439	..	11
New York Mining Co.	Union Mine No. 1	1	Pittsburg and Tyson	120	11	21	16	168	262	86,747	12,615	99,362	1	8
New York Mining Co.	Union Mine No. 2	1	Pittsburg	38	3	5	10	54	272	42,485	..	42,485	..	6
Stanton & George's Creek	Stanton No. 1	1	Kittanning	8	2	..	3	13	263	7,082	..	7,082	..	..
Mt. Savage & George's Creek	Mt. Savage No. 1	1	Bluebaugh	69	6	20	14	100	250	27,384	..	27,384	..	8
George's Creek & Parker Co.	Parker	..	Bound and Bluebaugh	33	7	4	5	49	..	30,976	..	30,976	..	1
George's Creek & Parker Co.	McKee	..	Pittsburg	35	6	3	9	53	276	43,972	..	43,972	..	6
McNitt Big Vein Coal Co.	McNitt	..	Pittsburg	20	3	3	8	34	163	13,465	..	13,465	..	1
North America Coal Mining Co.	Montel	..	Kittanning and	76	13	26	10	125	162	41,831	..	41,831	..	2
Evan Coal Co.	Evan	1	Franklin or Dirty	4	..	..	..	4	100	394	..	394	..	..
Fitzpatrick Coal Co.	Pekin	1	Mine	5	1	..	1	7	220	2,219	..	2,219	..	..
Pratt & Stevens	Barton, Four Foot	1	Big Vein	2	..	..	..	2	152	..	..	..	..	..
C. O. Workman	Nos. 1, 2	2	Main Pittsburg	7	..	..	1	8	209	3,453	..	3,453	..	..
				1113	144	184	285	1676	..	1,023,290	56,141	1,079,431	..	..

DETAILS OF PERSONS EMPLOYED, DAYS WORKED AND TONNAGE FOR ALLEGANY COUNTY FOR THE YEAR 1917.

Name of Company	Mine	Opens	Coal Seam Worked	Distribution of Employees					Days Worked During the Year	Output Statistics			Accidents		
				Miners	Drivers	Inside Laborers	Outside Laborers	Total		Pick	Machine	Total	Fatal	Non-Fatal	
Clifton Big Vein Coal Co.	Clifton	1	Pittsburg-Big Vein	3	1	...	...	...	210	3,390	.....	.....	.....	.....	.....
C. & W. E. Railway Co.	Reynolds	1	Freeport	2	1	...	...	...	300	3,985	.....	.....	.....	.....	.....
Hampshire Big Vein Coal Co.	Hampshire No. 1	..	Big Vein	50	10	2	20	82	236	79,977	.....	.....	.....	.....	.....
Hampshire Big Vein Coal Co.	Hampshire No. 2	..	Freeport	25	3	2	10	42	23	3,507	.....	.....	.....	.....	.....
Pine Hill Coal Co.	Pine Hill	1	Big Vein	17	3	1	1	21	260	23,000	.....	.....	.....	.....	.....
Cumberland Big Vein Coal Co.	Conway No. 1	..	Big Vein	14	3	3	9	20	208	29,000	.....	.....	.....	.....	.....
Caledonia Coal Co.	Big Vein	5	Tyson	10	3	..	..	13	285	.....	.....	.....	.....	.....	.....
Caledonia Coal Co.	Tyson	4	Bakerstown	30	4	2	16	52	285	.....	.....	.....	.....	.....	.....
George's Creek Coal Mining Co.	Bakerstown	2	Tyson and Big Vein	20	4	2	4	30	285	82,500	.....	.....	.....	.....	.....
Midlothian Coal Co.	Jackson	1	Big Vein and Tyson	50	8	10	20	88	212	82,183	.....	.....	.....	.....	.....
George's Creek Coal Mining Co.	Midlothian	3	Big Vein and Tyson	41	4	15	5	65	251	38,586	.....	.....	.....	.....	.....
Chair Coal Co.	Penn Mines	2	Bakerstown	20	1	3	3	27	116	11,400	.....	.....	.....	.....	.....
Westernport Coal Co.	Franklin Mine	1	Split Six	9	2	2	2	15	110	1,839	.....	.....	.....	.....	.....
Miller & Green Coal Co.	Miller & Green	1	Clarion	23	3	3	1	32	285	17,120	.....	.....	.....	.....	.....
				3195	361	568	728	4842	...	3,106,556	210,304	.....	.....	.....	.....
												3,816,860			

DETAILS OF PERSONS EMPLOYED, DAYS WORKED AND TONNAGE FOR GARRETT COUNTY FOR THE YEAR 1917.

Name of Company	Mine	Openings	Coal Seam Worked	Distribution of Employees					Days Worked During the Year	Output Statistics			Accidents	
				Miners	Drivers	Inside Laborers	Outside Laborers	Total		Pick	Machine	Total	Fatal	Non-Fatal
J. M. Kisher	Kisher	1	34-46 Inches	2	...	...	...	2	70	750	...	750	...	...
E. Z. Tower	Collins	1	Honey Comb	3	...	...	...	3	150	498	...	498	...	...
W. H. Barnes	Revens	2	U. Freeport	3	...	...	...	3	13	299	...	14,293	...	...
Pendergast & Ashby	Nos. 1, 2	1	Honey Comb	2	...	...	...	2	60	308	...	308	...	...
George Hoover	Hoovers	1	Three Foot Seam	2	...	...	...	2	2	175	...	175	...	...
O. H. Leighton	Leighton	2	Honey Comb	2	...	...	...	2	260	1,800	...	1,800	...	...
R. H. Butler	Butler	1	Kittanning	5	...	...	...	5	46	33,377	...	33,377	...	...
Bloomington Coal Co.	Bloomington	1	Kittanning	32	...	...	...	32	285	83,377	...	83,377	...	...
Monroe Coal Mining Co.	Elk Run No. 1	1	Lower Kittanning	25	...	...	...	25	39	22,446	...	22,446	...	...
Monroe Coal Mining Co.	Elk Run No. 3	1	Bakerstown	20	...	...	...	20	248	30,400	...	30,400	...	...
Monroe Coal & Coke Co.	Monroe No. 42	1	Lower Kittanning	78	...	...	...	78	206	150,689	...	48,283	...	...
Davis Coal & Coke Co.	Kepton No. 4	1	Freeport	18	...	...	...	18	28	16,536	...	16,536	...	...
Cutshall & Gates	Neth Ken	1	Kittanning	103	...	...	...	103	222	115,230	...	115,230	...	...
Blaine Mining Co.	Potomac Manor	1	Kittanning	8	...	...	...	8	...	...	...	...	...	...
Blaine Mining Co.	Potomac Manor	1	Lower Kittanning	8	...	...	...	8	...	...	...	...	...	...
Garrett County Coal Mining Co.	Dodson No. 1	1	Lower Kittanning	47	...	...	...	47	...	...	...	...	...	...
Garrett County Coal Mining Co.	Dodson No. 3	1	Lower Kittanning	6	...	...	...	6	...	...	...	...	...	...
Garrett County Coal Mining Co.	Dodson No. 5	1	Upper Kittanning	6	...	...	...	6	...	...	...	...	...	...
Garrett County Coal Mining Co.	Dodson No. 6	1	Lower Kittanning	3	...	...	...	3	...	...	...	...	...	...
Garrett County Coal Mining Co.	Dodson No. 7	1	Lower Kittanning	6	...	...	...	6	...	...	...	...	...	...
G. C. Pattison	Pattison	3	Bakerstown	15	...	...	...	15	257	101,689	...	175	...	...
G. C. Pattison	Pattison	4	Upper Kittanning	6	...	...	...	6	20	225	...	25,173	...	...
Potomac Valley Coal Co.	Peerless	4	Freeport	54	...	...	...	54	83	76,011	...	76,011	...	...
Potomac Valley Coal Co.	Louisa	4	Freeport	7	...	...	...	7	10	4,562	...	4,562	...	...
Orritis Coal Mine	Orritis	1	Four Foot	2	...	...	...	2	30	300	...	300	...	...
Aberdeen Coal Co.	Staver	1	Lower Kittanning	2	...	...	...	2	5	15,092	...	15,092	...	...
Myers Coal Co.	Myers	1	Lower Kittanning	7	...	...	...	7	...	125	...	125	...	...
Hamill Coal & Coke Co.	Hamill, 1, 2, and Freeport, 1	2	Kittanning	82	...	...	...	82	282	96,902	...	96,902	...	...
Chaffee Coal Co.	Chaffee	1	Lower Kittanning	70	...	...	...	70	220	72,128	...	72,128	...	...
Hubbard Coal Mining Co.	Hubbard	1	Lower Kittanning	100	...	...	...	100	177	11,093	...	11,093	...	...
Strathmore Coal Co.	Freeport	2	Freeport	8	...	...	...	8	18	15,494	...	15,494	...	...
Pattison & Brydon	Empire	1	Kittanning	11	...	...	...	11	16	1,918	...	1,918	...	...
Standard Coal Co.	Six Foot Mine	2	Lower Kittanning	17	...	...	...	17	294	1,918	...	1,918	...	...
Standard Coal Co.	Four Foot Mine	4	Clarion	22	...	...	...	22	92	3,385	...	3,385	...	...
Standard Coal Co.	Four Foot Mine	4	Clarion	776	124	91	228	1219	...	824,968	48,408	873,376	...	...

DETAILS OF PERSONS EMPLOYED, DAYS WORKED AND TONNAGE FOR THE FIRE CLAY MINES.

Name of Company	Mine	Openings	Coal Seam Worked	Distribution of Employees					Days Worked During the Year	Output Statistics			Accidents		
				Miners	Drivers	Inside Laborers	Outside Laborers	Total		Pick	Machine	Total	Fatal	Non-Fatal	
Andrew Ramsay Co.	Maryland	1		4	1	..	6	6	11	240	1,630	1,630	1,630
Big Savage Fire Brick Co.	Savage	..		25	4	4	9	44	44	300	15,185	15,185	15,185
Savage Mountain Fire Brick Co.	No. 5	1		19	3	2	7	31	300	14,232	14,232	14,232	..	..
Union Mining Co.	Nos. 5, 6	2		45	8	13	29	95	302	28,000	26,895	54,895	..	..
				83	16	21	51	151	..	59,047	26,895	85,942	..	..

ALLEGANY COUNTY IMPROVEMENTS FOR 1917.

Evans Coal Co.....	Made prospect opening in Franklin or "Dirty Mine" in June, 1917. Opening is now in about 300 ft.
Pratt & Stevens.....	Air shaft, and built road to mines.
Eagan Mining Co.....	One plane 350 ft. long down to county road. One new opening.
Consolidation Coal Co.....	Mine No. 1, new tippie for rock disposal; addition to present tippie for end-loading chute. No. 3, new tippie for rock disposal.
W. E. G. Hitchin.....	Bought or built 5 mine cars and purchased about 8 tons of steel rails, and spent about \$600 improving road to mine so team could haul coal from same, as all coal is hauled to railroad by team.
Clifton Big Vein Coal Co.....	One opening.
Chaffee Coal Co.....	1½ miles standard-gauge railroad. New Jeffrey fan, new boilers and boiler-house. Two new openings. New 70-ton locomotive.
West Virginia Pulp & Paper Co...	Minor improvements and small amount of equipment.
New Central Coal Co.....	Developing of Midlothian. Operating old work.
Allegany Coal Co.....	One opening in Freeport seam.
Midland Mining Co.....	Two openings and general improvements.
Moscow-George's Creek Mining Co.	General improvements.
Allegany Big Vein Coal Co.....	General improvements to the amount of \$5000.
Frostburg Big Vein Coal Co.....	Opened up and developed openings Nos. 1, 2, 3, 4, 5, 6 and 8, with all necessary mine buildings and track. Commenced shipments April 7, 1918.
Brailer Mining Co.....	New barn and power-house.
George's Creek & Parker Coal Co.	Tunnel connecting 2 mines.
McNitt Big Vein Coal Co.....	Plant installed.
Piedmont & George's C. Coal Co...	Building 20 modern dwelling-houses at Franklin for accommodation of our miners.
United Big Vein Coal Co.....	Air shaft in No. 2 Mine. Dinkey engine, 16-ton, for outside haul. Power-house, pumphouse, water tank and connections.
Phoenix & George's Creek M. Co...	Electrically equipped.
Cumberland Big Vein Coal Co.....	One mile narrow-gauge railway.
Caledonia Coal Co.....	One electric fan.

FIRE CLAY MINES IMPROVEMENTS, 1917.

Andrew Ramsay Co.....	Extension of clay and coal headings.
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GARRETT COUNTY IMPROVEMENTS.

Pendergast & Ashby.....	Improved tippie and drift of mine; took up bottom 125 yds., and relaid new steel all on main entry.
R. H. Butler.....	One new opening.
Davis Coal & Coke Co.....	Ten 5-room houses.
Cutchall & Gates.....	One new drift and new timber in old drift.
Garrett Co. Coal & Mining Co.....	Tile boiler and power house; 300 K. W. G. E. generator; tile substation; two 10-ton G. E. haulage motors. All main haulage laid with 45-lb. rail. Motor drives on fans and shop. Two Flory electric hoists; 2 Fairmont electric run-about mine pumps; 2 Goodman-Shortwall cutting machines; 170 roller-bearing cars. New tippie under construction. Two new openings in Lower Kittanning. New tramroads and electric equipment throughout.
Potomac Valley Coal Co.....	New storage-house for gasoline. New sand-storage house. One new opening No. 4.
Hamill Coal & Coke Co.....	Opened up Freeport seam of coal. Erected fanhouse, wheelhouse, plane tippie, and gasoline motor for Kittanning seam.

ALLEGANY COUNTY.

Name of Company	Veins of Coal Known to Be on the Property, with Acreage of Each Supposed to Exist.	Acreage to Mine
Hampshire Big Vein Coal Co.....	Big Vein, 6 acres; Freeport, 300 to 400 acres.	
Allegheny Coal Co.....	Split Six, 50 acres; Freeport, 30 acres; Parker, 65 acres.	
Hoffa Bros. Coal Co.....	Bakerstown and Big Vein, 700 acres.	
Frostburg Big Vein Coal Co.....	Big Vein Pittsburg, 30 acres; Tyson-Sewickley, 8 acres; Red Stone, 30 acres.	
Brailer Mining Co.....	Redstone, 20 acres; Upper Pittsburg, 25 acres.	30 acres
United Big Vein Coal Co.....	Pittsburg Six, 125 acres; Bakerstown, 400 acres.	
New York Mining Co.....	Exact acreage not known.	173 acres
Mt. Savage-George's Cr. Coal Co...	Bluebaugh, 2500 acres.	
George's Creek-Parker Coal Co.....	Parker, 2000 acres; Bond, 2000 acres; Bakerstown, 1500 acres.	
North Maryland Coal Mining Co..	Kittanning, 1800 acres; Clarion, 2000 Acres.	
Piedmont & George's Cr. Coal Co..	Tyson, 43 $\frac{3}{4}$ acres; Six Foot, 128 $\frac{1}{4}$ acres; Four Foot, 31 $\frac{1}{4}$ acres; Lower Kittanning, 473 $\frac{1}{2}$ acres.	
Caledonia Coal Co.....	Big Vein, Tyson and Bakerstown.	
Strathmore Coal Mining Co.....	Freeport, 400 acres; Kittanning, 500 acres.	900 acres
Consolidation Coal Co.....	Big Vein, 8937.819 acres; Upper Tyson, 5472 acres; Waynesburg, Washington and all seams given in the Maryland State Geological Survey Reports, the acreage of which have not been defined.	No. 1 378.077 No. 3 812.992 No. 4 217.264 No. 7 29.831 No. 8 56.226 No. 9 735.454 No. 10 718.601 No. 11 745.441 No. 12 437.032 No. 13 93.341 No. 14 61.809
Evans Coal Co.....	300 or 400 acres.	
Pratt & Stevens.....	Kittanning, 218 acres; Split Six, about 75 acres; Bluebaugh, 218 acres.	
W. E. G. Hitchin.....	Exact acreage uncertain.	20 acres
Clifton Big Vein Coal Co.....	All under Pittsburg Seam; contains 32 acres Big Vein. Old workings.	
C. & W. Electric Railway Co.....	All under Freeport Seam, 50 acres.	34 acres
West Virginia Pulp & Paper Co...	Middle Kittanning, 100 acres; Lower Kittanning, 110 acres; Clarion, 120 acres.	65 acres
Chapman Coal Mining Co.....	Big Vein, 7 acres; Barton Four Foot, 600 acres; Little Pittsburg untouched. Little Franklin untouched.	600 acres
Midlothian Coal Co.....	Tyson, 200 acres.	200 acres
Miller & Greene Coal Co.....	Split Six and Six Foot, area of acres not known.	200 acres
Westernport Coal Co.....	Four Foot, 35 acres; Three Foot, 200 acres; Split Six, 200 acres.	200 acres

GARRETT COUNTY.

Name of Company	Veins of Coal Known to Be on the Property, with Acreage of Each Supposed to Exist.	Acreage to Mine
Pendergast & Ashby.....	Two veins with about same acreage of about 180 acres.	180 acres
O. H. Leighton.....	One vein with about 50 acres.	50 acres
Monroe Coal Mining Co.....	Bakerstown, 800 acres; Kittanning, 1600 acres.	1276 acres
Davis Coal & Coke Co.....	Lower Kittanning, 1500 acres.	1500 acres 669 acres in Md. 831 acres in W. Va.
Cutchall & Gates.....	Freeport, 364 acres; Kittanning, 384 acres; one small seam of coal above Freeport, 340 acres.	
Garrett County Coal Mining Co...	Upper Kittanning, not determined; Lower Kittanning, 1750 acres.	1400 acres
G. C. Pattison.....	Lower Kittanning, Upper Kittanning, Lower Freeport, Bakerstown, not estimated.	
Potomac Valley Coal Co.....	Upper Freeport, 176 $\frac{2}{3}$ acres; Lower Kittanning, 199 $\frac{2}{3}$ acres.	
Chaffee Coal Co.....	Chaffee, 700 acres; Vindex, 1000 acres.	

ALLEGANY COUNTY MINES.

Chris Roberts.....	Superintendent.
M. A. McGrady.....	Foreman.
Peter Kelley.....	Foreman.
Daniel Williams.....	Foreman.
Peter Bush.....	Foreman.

Consol Mine No. 1 is located at Ocean, on the east side of the George's Creek. It is a slope opening, working the Pittsburg or Big Vein coal seam, and is opened up on the double entry system.

Ventilation is produced by a steam-driven fan and is conducted to the working faces by doors, overcasts and stoppings. Owing to the distance, the air has to travel through old workings; it is a difficult matter to ventilate this mine. However, it is kept in a lawful condition.

Drainage is obtained by draining through the Hoffman tunnel. Owing to the low condition of the mine, drainage is very difficult.

The roof is not safe in many portions of the mine, yet timbering is well looked after to prevent falls of roof.

The coal is gathered and hauled to a side-track in the interior by horses; from there it is conveyed to the bottom of the slope by motors. It is then hoisted by hoisting engine to the outside, where it is dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 346 men, worked 295 days and produced 276,021 tons of coal.

CONSOLIDATION COAL COMPANY.

D. J. Morgan.....	Superintendent.
P. J. Kenny.....	Mine Foreman.

Consol Mine No. 3 is located at Hoffman, one and one-half miles east of Frostburg. It is a slope opening working the Pittsburgh or Big Vein seam of coal, and is developed on the double entry system.

Ventilation is produced by steam-driven fans, and the air current is conducted to the working faces by overcasts, doors and brattices. It is found in a satisfactory and lawful condition.

Drainage is most difficult, and it is necessary to have a number of pumps and ditches, in order to keep the drainage in a lawful condition. Drainage is through the Hoffman water ditch, which empties into the Braddock Run at Claryville.

Timbering is found in a good condition, and owing to the age of the mine, it requires a great deal of timbering to keep the roof in a safe condition.

The coal is gathered in the interior to a side-track by horse, conveyed to the bottom of the slope by motors and is raised 7500 feet to

the outside by a hoisting engine. It is then dumped into the railroad cars and shipped over the Eckhart Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 298 men, worked 295 days and produced 176,140 tons of coal.

CONSOLIDATION COAL COMPANY.

Hugo Remple.....Superintendent.
John Sluss.....Mine Foreman.

Consol Mine No. 4 is located at Eckhart, and is a slope opening working the Pittsburgh or Big Vein coal seam. It is developed on the double entry system.

Ventilation is found to be in a good condition. It is produced by a steam-driven fan and conducted to the working faces by brattices.

Drainage is very difficult, but by the persistent use of pumps and ditches it is kept in a fairly good condition.

Owing to the number of years that this mine has been in operation, the roof is very dangerous. However, the timbering is well looked after.

The coal is gathered and hauled to a side-track in the interior by mules; from there it is conveyed to the bottom of the slope by motor. It is then hoisted to the outside, dumped into railroad cars and shipped over the Eckhart Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 121 men, worked 290 days and produced 76,045 tons of coal.

CONSOLIDATION COAL COMPANY.

Benjamin Bradley.....Superintendent.

Consol Mine No. 7 is located at Lord, one and one-half miles west of Carlos Junction. It is a slope opening, working the Pittsburgh or Big Vein coal seam, and is developed on the double-entry system.

The ventilation is found in a lawful condition, and is produced by a steam-driven fan. It is conducted to the working faces by doors and brattices.

Drainage is by natural means, and is drained into the Ocean water ditch. It is in a good condition.

The roof is of the usual character, which overlies the Pittsburgh seam in this region, and the timbering is well looked after.

The coal is gathered and hauled to the bottom of the slope by horses, from where it is hoisted 5000 feet to the outside, dumped into

railroad cars and shipped over the Carlos Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 158 men, worked 291 days and produced 114,633 tons of coal.

CONSOLIDATION COAL COMPANY.

Consol Tyson Mine No. 7 is located at National. It is a drift opening working the Sewickley or Tyson coal seam, and is developed on the double entry system.

Ventilation is produced by natural means, and is conducted to the working faces by approved brattices. The air current is found to be in a lawful condition.

Drainage is by natural means, and is found in a good condition.

The roof is of dangerous character, and required a great deal of timbering. However, it is kept in a good condition.

The coal is gathered and hauled to the outside by mules, where it is dumped into the railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

CONSOLIDATION COAL COMPANY.

Peter Hoye.....General Manager.

Consol Mine No. 8 is located at Midland, on the west side of the George's Creek, and is on the main line of the Cumberland and Pennsylvania Railroad. It is a slope opening, working the Pittsburgh or Big Vein seam of coal, and is developed on the double entry system.

Ventilation is produced by a 14-foot fan, driven by a General Electric Motor. It is conducted to the working faces by doors, brattices and stoppings. While it is difficult to ventilate this mine, it is, however, kept in a good condition.

The drainage is by means of pumps and ditches, which empties into the Ocean ditch. Drainage is very difficult during wet seasons, but everything possible is being done to keep it in a lawful condition.

The roof is very dangerous, if not properly timbered. The timbering, however, is carefully looked after.

The coal is gathered and hauled to the bottom of the slope by horses. It is then hoisted to the outside, dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year 1917 they employed 98 men, worked 275 days and produced 77,836 tons of coal.

CONSOLIDATION COAL COMPANY.

W. H. R. Thomas.....Superintendent.

John Kidwell.....Foreman.

Consol Mine No. 9 is located at the end of the "Y" on the main line of the Cumberland and Pennsylvania Railroad. It consists of four drift openings, known as B, C, D and E, working the Tyson coal

seam. D and E serve as a travel way for the men, and B C are used for haulage.

Ventilation is found in a satisfactory condition, and is produced by steam-driven fans. It is conducted to the working faces and throughout the mine by approved overcasts, doors and brick brattices.

Drainage is most difficult, yet it is kept in a lawful condition by holes being drilled to the Big Vein and by the use of ten large electric pumps.

The roof is in a good condition, and the timbering is well looked after.

The coal is undercut by machine and also by pick. The coal after being gathered in the various headings is conveyed to side-tracks by motors. It is then taken to the outside and to the tippie by electric motors, dumped into railroad cars and is shipped over the Cumberland & Pennsylvania Railroad.

This mine is equipped with electric motors and all necessary machinery for a mine of large capacity. The outside is lighted up with electric lights and electric signals are used in the interior of the mine.

During the year of 1917 they employed 213 men, worked 277 days and produced 122,510.03 tons of coal.

CONSOLIDATION COAL COMPANY.

Robert H. Edwards.....Superintendent.

Consol Mine No. 10 is located at Eckhart, Md., west of the Consol Mine No. 4. It is a drift opening, working the Upper Sewickley or Tyson coal seam, and is developed on the double entry system.

Ventilation is produced by a six-foot fan, driven by an electric motor. The air current is conducted to the working faces by overcasts, doors and brattices, and is found to be in a lawful condition.

Drainage is very difficult in sections, but is kept in a fairly good condition by pumps and holes being drilled into the Big Vein.

The roof is not as good as the average roof found in the Tyson vein, so requires a great deal of timbering.

In the old section of the mine the coal is gathered and conveyed to side-tracks by mules, while in the new section it is conveyed to side tracks by an electric motor. From the side tracks in the interior it is taken to the outside and over a tramroad 2000 feet long to the dump by a large motor. It is then dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 98 men, worked 293 days and produced 53,343 tons of coal.

CONSOLIDATION COAL COMPANY.

Eugene Layman.....Superintendent.

Consol Mine No. 11 is located at pumping shaft, above the Big Vein of Consol Mine No. 5. It is a shaft opening working the Upper

Sewickley or Tyson coal seam, and is developed on the double entry system.

Ventilation is produced by a steam-driven fan, and is conducted to the working forces by approved overcasts and brick brattices.

Drainage is difficult, owing to local pumps, but is kept in a satisfactory condition by electric pumps and Holes drilled into the Big Vein. Roof is good except in a few places.

The coal is gathered in the interior and hauled to side-tracks by mules, from where it is conveyed to a chute which is driven through the strata to the Big Vein at Mine No. 3. It is then dumped into Big Vein mine cars at the bottom of Mine No. 3 and is conveyed to the tippie, dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

The power-house equipments consist of ten boilers and a hoist-engine used to hoist the men out of the mine and also used to hoist the coal from the mine that supplies the boilers.

During the year of 1917 they employed 58 men, worked 298 days and produced 28,230 tons of coal.

CONSOLIDATION COAL COMPANY.

CONSOLIDATION MINE No. 12.

A. C. Neal.....Superintendent.
Will Hendley.....Mine Foreman.

Consol Mine No. 12 is located at Borden Shaft, on the main line of the Cumberland & Pennsylvania Railroad. It is a shaft opening working the Pittsburgh or Big Vein seam of coal. It is developed on the double entry system.

Ventilation is produced by a Lepley fan 6x10, driven by a Crawford & McCrimmond engine at pumping shaft, and is generally found in a good condition.

Drainage is by natural means and ditches, and is drained into the Hoffman water ditch. The roof is not as good in sections as the average, which overlies the Big Vein seam in this region, and for this reason it requires a great deal of attention.

The coal is gathered and hauled to a side-track in the interior by horses, from where it is hauled to the bottom of the shaft by a compressed air motor, raised to the surface and dumped into railroad cars. Shipment over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 169 men, worked 292 days and produced 165,248 tons of coal.

CONSOLIDATION COAL COMPANY.

Charles Shields.....Superintendent.

Mine No. 13 is located at the Old Consolidation, a village about one mile west of Frostburg, operating a series of drift openings in the Pittsburgh and Tyson coal seam.

Drift No. 1 is ventilated by a 12x3 fan driven by steam. The air current is conducted to the working faces by brattices and doors, and is found in a good condition.

Drainage is by natural means. The roof is good and the timbering is carefully looked after to prevent falls of rock.

The coal is gathered and hauled to the tibble by horses, where it is dumped into railroad cars and shipped over the Thirteenth Branch of the Cumberland & Pennsylvania Railroad.

The slope opening is ventilated by a 12x3 fan driven by steam. The air current is conducted to the working faces by doors and brattices, and is found in a lawful condition. Drainage is satisfactory by natural means and ditches. The roof is good and the timbering is well looked after to prevent accidents resulting therefrom. The coal is gathered and hauled to the bottom of the slope by horses. It is then hoisted by engine and dumped in conjunction with the output from No. 1 Mine.

B, C and D are drift openings, working the Sewickley or Tyson coal seam. The ventilation is produced by natural means, and is not satisfactory at all times. Drainage is kept in a lawful condition by natural means. The roof is not as good as the average roof overlying the Tyson seam, and for that reason requires a great deal of attention. The coal is gathered and hauled to the outside and over a short tramroad to the tibble by mules. From there it is dumped in connection with the output from No. 1 and 2 mines.

During the year of 1917 they employed 72 men, worked 267 days and produced 46,596 tons of coal.

CONSOLIDATION COAL COMPANY.

MINE No. 14.

Edward Williams.....Mine Foreman.

S. H. R. Thomas.....Superintendent.

Consol Mine No. 14 is located at Allegany, and is known as the "Old Allegany Mine." It is a drift opening, working the Pittsburgh or Big Vein coal seam, and is developed on the double entry system.

Ventilation is produced by a five-foot fan, driven by an electric motor. The air current is conducted to the working faces by approved doors and brattices.

Drainage is by ditches to the Allegany ditch. The roof is of the usual character, overlying the Pittsburgh seam.

The coal is mined by pick and is gathered and hauled to the outside and to the head of the plane by horses. It is then lowered 600 feet, dumped into railroad cars and is shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 22 men, worked 175 days and produced 13,628 tons of coal.

GEORGE'S CREEK COAL COMPANY.

William F. Coale.....General Manager.
 John R. Hamilton.....Superintendent.
 Nathaniel Somerville.....Mine Foreman.

The George's Creek Coal Company is located on the east and west sides of the George's Creek. They operate seven mines and are working the Pittsburg or Big Vein and Tyson coal seam. It is the second largest operation in the State.

During the year of 1917 they employed 338 men and produced 300,630 tons of coal, an increase of 6777 tons over that of 1916.

George's Creek Mine No. 1 is located on the west side of the George's Creek, near Lonaconing. There are two openings working the Pittsburg or Big Vein coal seam.

Ventilation is produced by holes being driven to the surface around the outcrop and near where the working faces are located, and is found in a good condition.

The drainage is by ditches, and is found satisfactory. The roof is of the usual character near the outcrop and requires a lot of attention.

The coal is gathered in the interior and hauled over a tramroad to the tippie by horses and dumped into railroad cars in conjunction with the output from Tyson Mine No. 1.

During the year of 1917 they employed 12 men, worked 281 days and produced 18,708 tons of coal.

GEORGE'S CREEK COAL COMPANY.

George's Creek Mine No. 2 is located on the east side of the George's Creek, near Lonaconing. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by holes being driven to the surface and around the outcrop, near where the working faces are located. For this system of ventilation the conditions are good.

Drainage is by means of ditches and is in a fairly good condition. The roof is of a dangerous character, being near the outcrop, and requires a good deal of timbering.

The coal is gathered and hauled over a short tramroad to the tippie, where it is dumped into railroad cars in conjunction with the output of Tyson Mine No. 2.

During the year of 1917 they employed 17 men, worked 279 days and produced 30,886 tons of coal.

George's Creek Mine No. 1 is located on the west side of the George's Creek, near Lonaconing. It is a drift opening, working the Upper Sewickley or Tyson coal seam, and is developed on the double-entry system.

Ventilation is produced by a six-foot fan, driven by an electric motor. The air conditions are good.

Drainage is very difficult, but is kept in a fairly good condition by ditches and pumps.

The roof is of the usual character, which overlies the Sewickley seam in this region, and the timbering is well looked after.

The coal is gathered and hauled to a side track in the interior by mules; from there it is conveyed to the outside and over a 600-foot tramroad to the tippie by motor. It is then dumped into railroad cars and is shipped over the Cumberland & Pennsylvania Railroad or George's Creek Division of the Western Maryland Railroad.

During the year 1917 they employed 80 men, worked 281 days and produced 66,901 tons of coal.

GEORGE'S CREEK COAL COMPANY.

MINE No. 2.

George's Creek Mine No. 2 is located on the east side of the George's Creek, near Lonaconing. It is a drift opening, working the Upper Sewickley or Tyson coal seam, and is developed on the double-entry system.

Ventilation is produced by a five-foot fan, driven by natural-gas engine, and is generally good. Drainage is by ditches, and is satisfactory. The roof is good and the timbering is well looked after to prevent accidents.

The coal is gathered and hauled to the outside and to the head of the plane by mules. It is then lowered 700 feet to the tippie, where it is dumped into railroad cars and shipped over the George's Creek Division of the Western Maryland Railroad.

During the year 1917 they employed 31 men, worked 279 days and produced 19,455 tons of coal.

GEORGE'S CREEK MINE No. 3.

George's Creek Mine No. 3 is located on the west side of the George's Creek, near Lonaconing. It is a drift opening, working the Sewickley or Tyson coal seam, and is developed on the double-entry system.

Ventilation is produced by a six-ton Stine fan, driven by electric motor. The air current is conducted to the working faces by overcasts, doors and stoppings, and is generally good.

Owing to the level condition of the mine, the drainage is very difficult. The roof is good and the timbering is well looked after.

The coal is gathered and hauled to a side track in the interior by mules, from where it is conveyed to the outside and over a short tramroad to the tippie by an electric motor, dumped into railroad cars and is shipped over the George's Creek Division of the Western Maryland Railroad.

During the year 1917 they employed 77 men, worked 272 days and produced 77,533 tons of coal.

GEORGE'S CREEK COAL COMPANY.

MINE No. 4.

George's Creek Mine No. 4 is located two miles south of Lonaconing. It is a drift opening, working the Upper Sewickley or Tyson coal seam, and is developed on the double-entry system.

Ventilation is produced by a six-foot fan, driven by motor. It is conducted to the working faces by approved overcasts, doors and stoppings.

Drainage is by natural means and ditches, and is generally found good.

The roof is in a good condition and the timbering is well looked after.

The coal is gathered and hauled to side tracks in the interior by mules, from where it is conveyed over a short tramroad to the tippie by motor, dumped into railroad cars and is shipped over the George's Creek Division of the Western Maryland Railroad.

This mine is equipped with the necessary building and machinery for an up-to-date mine.

During the year of 1917 they employed 97 men, worked 259 days and produced 84,005 tons of coal.

George's Creek Mine No. 9 is located near Midland. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by numerous fans being driven to the outside and around the outcrop near where the working faces are located. Drainage is by natural means.

The coal is gathered and hauled to the outside and to the dump by horses. It is then dumped into railroad cars and shipped over the George's Creek Division of the Western Maryland.

During the year of 1917 they employed 18 men, worked 82 days and produced 3142 tons of coal.

PIEDMONT & GEORGE'S CREEK COAL COMPANY.

John Brophy... President and General Manager.

General Office, Frostburg, Md.

The Piedmont & George's Creek Coal Company are operating four mines in Allegany County, located at Westernport and Eckhart, with main offices at Frostburg, Md. They are working the Lower Kittanning, Davis six-foot, Barton four-foot and Tyson coal seams.

During the year of 1917 they employed 276 men and produced 218,236 tons of coal, an increase of 27,396 tons over that of 1916.

WASHINGTON No 1.

Patrick Brophy.....Superintendent.
William Brophy.....Foreman.

Washington Mine No. 1 is located on the west side of the George's Creek, near Franklin. It is a drift opening, working the Lower Kittanning seam of coal, and is developed on the double-entry system.

Ventilation is produced by a five-foot fan, driven by an electric motor. The air current is conducted to the working faces by doors and stoppings, and I have always found it in a satisfactory condition.

Drainage is by means of holes drilled into the Lower Kittanning and by pumps. Drainage is very difficult throughout this mine; however, it is kept in a lawful condition.

The roof is good, with the exception of a few places.

The coal is undercut by two Jeffrey-Arkwall machines, and is gathered and hauled to a side track in the interior by motor. It is then conveyed to the outside and over 1600 feet of tramroad to the tippie by motor and is dumped on a screen, from where it is loaded into railroad cars. Shipment over the Cumberland & Pennsylvania Railroad.

The main heading and side switches are illuminated with electric lights in order to promote safety.

During the year 1917 they employed 89 men, worked 286½ days and produced 58,352 tons of coal.

PIEDMONT & GEORGE'S CREEK COAL COMPANY.

WASHINGTON MINE No. 2.

Martin Condry.....Superintendent.
Oscar Huber.....Foreman.

Washington Mine No. 2 is located at Eckhart. It is a drift opening, working the Upper Sewickley or Tyson seam, and is developed on the double-entry system.

Ventilation is produced by an eight-foot fan, driven by steam, and is generally good.

Drainage is good, except in a few sections.

The roof is good throughout and the timbering is well looked after.

The coal is mined by pick, and is gathered and hauled to the dump by a 10-ton electric motor. It is then dumped into railroad cars and shipped over the Eckhart Branch of the Cumberland & Pennsylvania Railroad.

During the year 1917 they employed 101 men, worked 288 days and produced 83,576 tons of coal.

PIEDMONT & GEORGE'S CREEK COAL COMPANY.

WASHINGTON MINE No. 3.

Patrick Brophy.....Superintendent.
Mine Foreman.

Washington Mine No. 3 is located on the west side of the George's Creek, near Franklin. It is a drift opening, working the Upper Kittanning or Davis Six Foot coal seam, and is developed on the double-entry system.

Ventilation is produced by a five-foot fan, driven by motor. The air current is found in a good condition.

Drainage is difficult in sections, but is kept in a lawful condition by ditches and pumps. The roof is good and the timbering is kept in a good condition.

The coal is gathered and hauled to side tracks in the interior by mules; from there it is conveyed to the tippie by gasoline motors and dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed three men, worked 269 days and produced 2815 tons of coal.

PIEDMONT & GEORGE'S CREEK COAL COMPANY.

WASHINGTON MINE No. 5.

Patrick Brophy.....Superintendent.
 M. T. O'Rourke.....Mine Foreman.
 John D. Wallace.....Mine Foreman.

Washington Mine No. 5 is located on the west side of the George's Creek, near Franklin. It has four drift openings, working the Bakerstown or Barton four-foot seam, and is developed on the double-entry system.

Ventilation is produced at C Mine by a 10-foot fan, driven by steam, and at F Mine by a five-foot fan, driven by motor. The air current is conducted to the working faces by doors and stoppings, and is found in a good condition.

Drainage is by natural means. The roof is not as good as the average, overlying the Bakerstown seam, but the timbering is carefully looked after.

The coal is undercut by a Sullivan short-wall chain machine and also by hand pick. It is then gathered and hauled to the outside and over a tramroad to the head of the plane by electric motors. It is then lowered over a plane and dumped in connection with the output from No. 1 Mine. The headings are equipped with electric lights.

During the year of 1917 they employed 83 men, worked 277 days and produced 73,493 tons of coal.

NEW YORK MINING COMPANY.

L. J. Aldon, General Manager, Mount Savage, Md.

General Office, Mount Savage, Md.

The New York Mining Company is operating several mines in Allegany County, working the Pittsburg or Big Vein and Tyson seams of coal. The mines are located about two miles northeast of Frostburg, on the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 222 men and produced 141,847 tons, a decrease of 41,895 tons under that of 1916.

Union Mine No. 1 is located near Allegany, on the west side of Jennings Run, and is reached by a short branch road of the Cumberland & Pennsylvania Railroad. It is a drift opening, working the Pittsburg or Big Vein coal seam, and is developed on the double-entry system.

Ventilation is produced by a 16-foot fan, driven by motor. The air current is found satisfactory.

Drainage is kept in a good condition by ditches.

The coal is undercut by two Sullivan short-wall chain machines and pick. It is gathered and hauled to side tracks in the interior by horses, from where it is taken to the dump by motor, dumped on a shaker, then to picking table, and finally dumped into railroad cars for shipment.

Union Tyson Mine Nos. 1, 2, 3 is located directly above Union Mine No. 1. This is a drift opening, working the Sewickley or Tyson seam of coal, and is developed on the double-entry system.

The ventilation is produced by a large stack, and the air current is conducted to the working face by means of doors and brattices, and is found good.

Drainage, as a rule, is kept in a satisfactory condition by ditches.

The coal is gathered in the interior of Mine No. 1 by mules and hauled to the head of the plain, while in Mine Nos. 2 and 3 it is hauled by electric motor over a tramroad to the head of the plane, lowered 600 feet and conveyed through part of the Big Vein Mine No. 1 to the dump. It is then dumped into railroad cars and is shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 Mine No. 1, Big Vein and Tyson employed 168 men, worked 262 days and produced 99,363 tons of coal.

NEW YORK MINING COMPANY.

Joseph Finzel.....Superintendent.

Union Mine No. 2 is located near Allegany, or on the main line of the Cumberland & Pennsylvania Railroad. It is a drift opening, working the Pittsburg or Big Vein coal seam. It is developed and opened up on the double-entry system.

The ventilation is produced by a 14-foot fan, driven by motor, and is conducted to the working faces and throughout the mine in a lawful manner. The roof in some sections of the mine is very bad, and it will require careful timbering to keep it safe. The drainage is fairly good by natural means.

The coal is gathered in the interior and hauled to the dump by horses. It is then dumped on a shaker, from there to a picking table, and finally it is loaded into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 54 men, worked 272 days and produced 42,485 tons of coal.

MARYLAND COAL COMPANY.

The Maryland Coal Company is located on the west side of the George's Creek at Lonaconing. They are operating several mines, working the Pittsburg or Big Vein, Tyson, Waynesburg and Freeport seams of coal.

During the year of 1917 they employed 220 men, worked 279½ days and produced 112,374 tons by pick and 43,526 tons by machine, an increase of 38,816 tons over that of 1916.

Tyson Mine No. 1 is located on the west side of the George's Creek at Lonaconing. It is a drift opening, working the Sewickley or Tyson coal seam, and is developed on the double-entry system.

Ventilation is produced by a six-foot fan, driven by motor. The air current is conducted to the working faces by overcasts, doors and brattices, and is found in a satisfactory condition.

Drainage is at times difficult, but is kept in a lawful condition by ditches and pumps.

The roof is good and the timbering is well looked after.

The coal is gathered and hauled by mules to side tracks in the interior; from there it is conveyed by motor to the tippie, dumped into railroad cars and shipped over the George's Creek Division of the Western Maryland Railroad.

Big Vein Mine is located on the west side of the George's Creek at Lonaconing. It consists of two openings, known as Nos. 10 and 12, working the Pittsburg or Big Vein coal seam in the old Detmold Mine, which was abandoned years ago.

At No. 10 the ventilation is produced by natural means and the air conditions are good. It is conducted to the working faces by means of doors and brattices. The drainage is by natural means and is found good. The roof is good, except where the tunnel is located.

In No. 12 the ventilation is produced by a five-foot fan, driven by motor. It is conducted to the working faces by doors and brattices, and is found in a lawful condition. The drainage is by pumps and ditches, and is very difficult. The roof requires a great deal of timbering on account of the tunnel.

The coal is gathered and hauled to the outside by horses; from there it is conveyed over a tramroad to the tibble by an engine, dumped into railroad cars and shipped over the George's Creek Division of the Western Maryland Railroad.

MARYLAND COAL COMPANY.

Waynesburg Mine is situated on the west side of the George's Creek at Lonaconing. It is a drift opening, working the Waynesburg seam, and is developed on the double-entry system.

Ventilation is produced by a five-foot Stine fan, driven by a Westinghouse motor. The air current is conducted to the working faces in a satisfactory manner.

Drainage is in a lawful condition by natural means.

The roof is good and the timbering is well looked after.

The coal is undercut by two Sullivan short-wall chain machines, and is gathered in the interior and hauled to the outside by horses. It is then conveyed by motor over a "Y"-shaped tramroad and is dumped in conjunction with the output from the Tyson Mine.

The Maryland Coal Company Mine is located about four miles southwest of Lonaconing. It consists of two drift openings, working the Freeport seam, and is developed on the double-entry system.

The ventilation is produced by a six-foot fan, driven by an electric motor. The air current is conveyed to the working faces by brattices and is found in a satisfactory condition.

Drainage is by natural means, assisted by pumps.

The roof is of the usual character overlying the Freeport seam.

The coal is undercut by machine, and is gathered and hauled to the outside by mules and conveyed over a three-mile tramroad to the tibble by motor. It is then dumped into railroad cars and is shipped over the George's Creek Division of the Western Maryland Railroad.

SULLIVAN BROTHERS COAL COMPANY.

John A. Sullivan.....General Manager.

John P. Barry.....Mine Foreman.

John A. Sullivan.....Superintendent.

Sullivan Mine No. 1 is located near Eckhart. It is a drift opening, working the Upper Sewickley, better known as the Tyson coal seam, and is developed on the double-entry system.

Ventilation is produced by a large fan, driven by gas, and is found in a good condition. The drainage is by natural means and ditches, and is found to be in a satisfactory condition.

The coal is gathered and hauled to a side track in the interior by mules; from there it is conveyed to the head of the plane by a five-ton electric motor, lowered over a plane 1200 feet, dumped into railroad cars and shipped over the Eckhart Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 93 men, worked 283 days and produced 77,660 tons of coal.

Sullivan Mine No. 3 is located near Eckhart. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means from holes being driven to the surface around the outcrop near where the working faces are located. It is found in a favorable condition.

The roof is of the usual character, being near the outcrop, and, therefore, requires a great deal of timbering.

The coal is gathered and hauled by horses to the head of the plane. It is then lowered 300 feet and dumped in conjunction with the output from Mine No. 1.

SULLIVAN BROTHERS COAL COMPANY.

John A. Sullivan.....General Manager.
John A. Sullivan.....Superintendent.
Bernard D. Byrnes.....Mine Foreman.

Sullivan Mine No. 2 is located at Carlos. This mine consists of five drift openings and one slope opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by numerous holes driven to the outside around the outcrop near where the working faces are located, and is found in a favorable condition. Drainage is by natural means and ditches.

The roof is of a dangerous character, being near the outcrop, and, therefore, the timbering requires a great deal of attention. However, the timbering is well looked after.

From the two openings, situated on the right side of the ravine, the coal is gathered in the interior and hauled to the outside by horses; from there it is lowered over a plane 2160 feet to the dump. From the three openings, situated on the left side of the ravine, the coal is hauled from the interior by horses; from there it is conveyed over a tramroad and plane 4400 feet to the tipple. In the slope opening the coal is gathered and hauled to the side track in the interior by horses; from there it is hauled to the tipple by stationary engine and rope. The output of the above described openings is dumped into railroad cars in connection with each other and is shipped over the Carlos Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 79 men, worked 280 days and produced 63,566 tons of coal.

NEW CENTRAL COAL COMPANY.

Duncan Sinclair.....General Manager.
Alexander Adams.....Superintendent.
Joseph Todd.....Mine Foreman.

Koontz Mine No. 1 is located two miles south of Lonaconing.

It is a drift opening, working the Upper Sewickley or Tyson coal seam, and is developed on the double-entry system.

Ventilation is produced by an eight-foot fan, driven by steam, and is found in a good condition.

Drainage is by ditches, and has been found in a satisfactory condition. The roof is good and the timbering is well looked after to prevent accidents.

The coal is gathered to side tracks in the interior by mules, from where it is conveyed to the outside and hauled one mile to the head of the plane by rope and stationary engine. It is then lowered 1100 feet, dumped into railroad cars and shipped over the George's Creek Division of the Western Maryland Railroad.

During the year of 1917 they employed 79 men, worked 280 days and produced 57,380 tons of coal.

NEW CENTRAL COAL COMPANY.

Duncan Sinclair.....General Manager.
Alexander Adams.....Superintendent.
Robert Merrbaugh.....Mine Foreman.

Big Vein Mine No. 2 is situated on the east side of Lonaconing. It is a drift opening, working the Tyson and Big Vein seam of coal, and is opened on the double-entry system.

Ventilation is produced by an eight-foot fan, driven by gasoline engine. The air current is conducted to the working faces by doors and brattices, and is generally good.

Drainage is by natural means and ditches, and is satisfactory.

The coal is gathered in the interior and hauled to the head of the plane by mules. It is lowered 900 feet and dumped into railroad cars and shipped over the George's Creek and Cumberland Division of the Western Maryland Railroad.

The roof is bad in sections near the outcrop and requires a great deal of timbering. It is, however, kept in a satisfactory condition.

During the year 1917 they employed 35 men, worked 270 days and produced 28,052 tons of coal.

HOFFA BROTHERS COAL COMPANY.

Arthur Hoffa.....General Manager.
William H. Hyde.....Superintendent.
Samuel Murphy.....Mine Foreman.

Potomac Mine is located in Barton. This mine consists of 11 drift openings, working the Pittsburg or Big Vein coal seam, and is developed on the single-entry system.

The ventilation is produced by natural means and the conditions are favorable for this system of ventilation. The drainage is also by natural means and ditches, and is found in a satisfactory condition.

The coal is gathered and hauled from the interior by mules and over a tramroad 5000 feet long to the head of the plane. It is then lowered over four planes. It is then hauled to the dump over a tramroad by a 17-ton steam engine, dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 the Pittsburg and Bakerstown Mines together employed 170 men, worked 250 days and produced 105,021½ tons of coal.

Arthur Hoffa.....General Manager.
William H. Hyde.....Superintendent.
Harry Berry.....Mine Foreman.

Potomac Mine is located one mile east of Barton. There are drift openings, working the Bakerstown or Barton four-foot seam of coal.

Ventilation is produced by a 20-foot steam-driven fan, and the air current is conducted to the working faces by approved stoppings and doors.

Drainage is by natural means and ditches. The roof and timbering is found in a satisfactory condition.

The coal is gathered in the interior and hauled to the tippie by mules. It is then dumped into large mine cars and hauled over a tramroad by a small locomotive and dumped into railroad cars in conjunction with the output from the Big Vein.

Arthur Hoffa.....General Manager.
Joseph Small.....Mine Foreman.

The Shaw Mine is situated on the east side of the George's Creek at Moscow, Md. It consists of two openings, working the Bakerstown or Barton four-foot seam.

Ventilation is produced by fan, driven by electric motor, and is conducted to the working faces by means of brattices. Drainage is by natural means and is good. The roof is found in a good condition and timbering is well looked after.

The coal is gathered and hauled by mules to the outside and over a trestle to the tippie; there it is dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

HAMPSHIRE COAL COMPANY.

J. J. McDonald.....Supt. and General Manager.
William Rogan.....Mine Foreman.
Allen McDonald.....Mine Foreman.

Hampshire Mine is located near Reynolds and consists of seven drift openings, working the Pittsburg or Big Vein coal seam.

The ventilation is produced by a number of holes driven to the

surface and around the outcrop near where the working faces are located. The air current is favorable for this kind of ventilation.

Drainage is in a satisfactory condition by ditches.

The roof is of the usual character, being near the outcrop, and requires a great deal of timbering. The timbering, however, is kept in a good condition.

The coal is gathered in the interior and hauled by horses over a tramroad 4000 feet long to the head of the plane. It is then lowered over two planes, dumped into railroad cars and is shipped over the Cumberland & Pennsylvania Railroad.

This company has opened up another mine, Hampshire No. 2, but has only been in operation since March 20. It consists of three openings, working the Freeport coal seam. They employed 42 men, worked 23½ days and produced 3502 tons of coal.

During the year 1917 the Hampshire Mine No. 1 employed 82 men, worked 236 days and produced 79,976.61 tons of coal.

MOSCOW & GEORGE'S CREEK COAL COMPANY.

J. W. P. Somerville.....General Manager.

J. W. P. Somerville.....Superintendent.

Edward Shaw.....Mine Foreman.

Moscow No. 2 is located near Barton, on the west side of the George's Creek. There are three drift openings, working the Pittsburg or Big Vein coal seam.

The ventilation is produced by natural means, by numerous holes driven to the surface and around the outcrop near where the working faces are located. Conditions are good for this system of ventilation.

Drainage is found good by natural means and ditches.

The roof is of a dangerous character, being near the outcrop, and requires very careful timbering.

The coal is gathered in the interior by horses and hauled to the head of the plane. It is then conveyed over three planes and a tramroad 3500 feet in length, and is dumped in conjunction with the output from Mine No. 3.

During the year of 1917 the Bakerstown and Big Vein Mines together employed 54 men, worked 226 days and produced 33,974.07 tons of coal.

J. W. P. Somerville.....General Manager.

J. W. P. Somerville.....Superintendent.

E. R. Brennan.....Bakerstown.

The Moscow Mine No. 3 is located near Barton, on the west side of the George's Creek. It is a drift opening, working the Bakerstown, better known as the Barton four-foot coal seam.

Ventilation is produced by an electric fan, and the air conditions are good.

The coal is gathered and hauled from the interior to the tipple by mules, from where it is dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

Drainage is difficult owing to the level conditions of the mine.

GEORGE'S CREEK & PARKER COAL COMPANY.

F. H. Schreiber...President and General Manager.
 Frank C. Myers.....Superintendent.
 William Farady.....Mine Foreman.

Mine No. 1 is a drift opening, working the Parker coal seam, and is developed on the double-entry system.

Ventilation is produced by a seven-foot fan, driven by steam engine. The air current is found satisfactory, and is conducted to the working faces by approved doors and brattices.

Drainage is by natural means and ditches, and is found in a good condition. The roof is good and the timbering is carefully looked after.

The coal is undercut with machine and also with pick. It is gathered and hauled to a side track in the interior by mules; from there it is conveyed to the outside and over a short tramroad to the tipple by an electric motor. It is then dumped on a 65-foot picking table, and is conveyed to railroad cars by motor. Shipment over the Cumberland & Pennsylvania Railroad.

Frank C. Myers.....Superintendent.
 William Farady.....Mine Foreman.

Mine No. 2 is a drift opening, working the Bond coal seam, and is developed on the double-entry system.

Ventilation is produced by a five-foot fan, driven by an electric motor, and is conducted to the working faces by doors and brattices.

Drainage is in a satisfactory condition by natural means and ditches. The roof is good and the timbering is given proper attention.

The coal is undercut by machine and also by pick, and is gathered in the interior by mules and hauled to the bottom of the slope. It is then hoisted by a Williamson hoist and is conveyed to the Parker tipple by motor, dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 49 men, worked 260 days and produced 30,976 tons of coal.

PHOENIX & GEORGE'S CREEK MINING COMPANY.

John Rankin.....Superintendent.
 F. L. Galbreath.....Superintendent.
 Thomas Davis.....Mine Foreman.
 David Robertson.....Mine Foreman.

Elkhart Mine is located on the west side of the George's Creek, near Reynolds. It is a drift opening, working the Bakerstown or Barton four-foot coal seam, and is developed on the double-entry system.

Ventilation is produced by a six-foot fan, driven by motor. It is conducted to the working faces by doors and stoppings, and is found in a good condition.

Drainage is difficult in sections, yet it is kept in a good condition by ditches. The roof is good, except in a few places where the clay veins are encountered. The timbering is well looked after.

The coal is cut by two Morgan-Gardener overcutting breast machines, and is gathered and hauled to a side track in the interior by mules,; from there it is hauled to the outside and to the head of the plane by motors. It is then lowered down an 800-foot plane to the tippie, dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 73 men and produced 42,647 tons of coal.

Elsworth Fazenbaker.....Mine Foreman.

Phoenix Mine is located on the west side of the George's Creek, near Reynolds. It is a drift opening, working the Freeport seam of coal.

Ventilation is produced by fan, driven by electric motor, and is conducted to the working faces by brattices. The air current is found in a lawful condition.

Drainage is by pumps and difficult in sections.

The roof is of the usual character overlying the Freeport seam, and the timbering is well looked after to prevent accidents.

The coal is cut by Morgan-Gardener machine, and is gathered and conveyed to the outside and over a tramroad 1800 feet to the dump. The output from this mine is dumped in conjunction with that from the Elkhart Mine.

During the year of 1917 they employed 28 men and produced 6523 tons of coal.

CHAPMAN COAL COMPANY.

John D. Frenzel.....General Manager.
 John D. Frenzel.....Superintendent.
 A. L. Frenzel.....Mine Foreman.

Chapman Mine is located at Barton, on the west side of the

George's Creek. It is a drift opening, working the Bakerstown or Barton four-foot seam of coal, and is developed on the double-entry system.

Ventilation is produced by a fan, driven by natural-gas engine. It is conveyed to the working faces by doors and stoppings, and I have always found the air current in a good condition.

Drainage is by natural means and ditches. The roof is of the usual character which overlies the Bakerstown seam, and is found good.

The coal is gathered and hauled to the head of the plane by mules. It is then lowered to the tippie, dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 104 men, worked 80 days and produced 32,000 tons of coal.

FROSTBURG BIG VEIN COAL COMPANY.

Charles Jeffries.....General Manager.
Charles Jeffries.....Superintendent.
Joseph J. Maurey.....Mine Foreman.

The Frostburg Big Vein Coal Company Mine is located near Allegany, on the west side of Jennings Run, and is reached by a short branch road of the Cumberland & Pennsylvania Railroad.

This mine has eight drift openings, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, from holes being driven to the surface, and is very good.

Drainage is by natural means, from ditches, and is in a good condition.

The coal is gathered and hauled from the interior by horses to the head of the plane, where it is lowered 700 feet and dumped into the railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 91 men, worked 200 days and produced 26,908 tons of coal.

CALEDONIA COAL COMPANY.

Richard Brydon.....General Manager.
Charles O. Enos.....Superintendent.
John Shuehart.....Mine Foreman.

Caledonia Mine is located on the west side of the George's Creek. This mine consists of four drift openings, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, by holes driven to the surface around the outcrop near where the working faces are located. Drainage is by natural means and ditches, and is generally good.

The roof is of a very dangerous character, being near the outcrop, and, therefore, requires very careful attention.

The coal is gathered in the interior and conveyed to side tracks on the outside by horses. From there it is hauled two and one-third miles to the head of the plane by a locomotive. It is then lowered over a plane 1800 feet and dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 the Big Vein, Tyson and Bakerstown mines together employed 95 men, worked 285 days and produced 82,500 tons of coal.

Richard Brydon.....General Manager.
Charles O. Enos.....Superintendent.
John Shuehart.....Mine Foreman.

Caledonia Mine is located on the west side of the George's Creek. This mine consists of three openings, working the Sewickley or Tyson coal seam.

Ventilation is produced by natural means, and generally found in a good condition. Drainage is by pumps and ditches, and is very difficult owing to the dip conditions of the mine. The roof is good, and timbering, as a rule, is carefully looked after.

The coal is gathered in the interior and hauled to the head of the plane by mules. It is lowered 600 feet to the head of the Big Vein plane, where it is conveyed to the dump, and is dumped in connection with the output of the Big Vein Mine.

WEST VIRGINIA PULP & PAPER COMPANY.

William E. Brown.....Superintendent.
Henry Biggs.....Mine Foreman.
Lon Kellar.....Mine Foreman.

Devon Mine is located at Luke, on a short branch of the Western Maryland Railroad. It is a drift opening, working the Davis six-foot seam, and is developed on the double-entry system.

Ventilation is produced by 5x3 fan, driven by electric motor, and is conducted to the working faces by approved doors and stoppings. The air current is found in a satisfactory condition.

Drainage is difficult in some sections, yet it is kept in a lawful condition by electric pumps.

The roof is of the usual character which overlies the Davis six-foot in this region, and requires a great deal of timbering to prevent falls of rock. The timbering, however, is given prompt attention.

The coal is gathered to side tracks in the interior by mules; from there it is hauled to the head of the plane by two six-ton motors, where it is lowered to the dump. The output from this mine is used by the West Virginia Pulp and Paper Mill at Luke. The main heading is illuminated with electric lights.

During the year of 1917 they employed 112 men, worked 294 days and produced 133,504 tons of coal.

MOUNT SAVAGE & GEORGE'S CREEK COAL COMPANY.

George Stern.....General Manager.
Richard T. Spear.....Superintendent.
.....Mine Foreman.

Mine No. 1 is located at the George's Creek Village, on the main line of the C. & P. R. R., and is one of the nearest mines to Cumberland. It is a drift opening, working the Brookville or Bluebaugh coal seam.

Ventilation is produced by an air shaft being sunk 204 feet. The current is conducted to the working faces by doors, brattices and stoppings, and is found satisfactory.

Drainage is difficult in some sections, yet it is, however, kept in good condition by means of ditches and pumps.

The roof is good and the timbering is well taken care of to prevent accidents.

The coal is gathered and hauled to the outside and over a short tramroad to the tippie by mules. It is then dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 100 men, worked 250 days and produced 27,384 tons of coal.

ALLEGANY BIG VEIN COAL COMPANY.

James Hanna.....Supt. and Mine Foreman.

The Allegany Coal Company Mine is located near Allegany. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, and the conditions are good for this kind of ventilation.

Drainage is in a lawful condition by natural means.

The roof is dangerous, being near the outcrop, and, therefore, requires a great deal of timbering to keep it in a safe condition.

The coal is gathered and hauled to the outside by horses, loaded into railroad cars and shipped over the Western Maryland Railroad.

During the year of 1917 they employed 14 men, worked 210 days and produced 2653 tons of coal.

MIDLAND MINING COMPANY.

J. W. P. Somerville..Supt. and General Manager.
J. S. Askey.....Mine Foreman.

Neff Run Mine is located near Midland. It has five openings, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, by holes being driven to the surface around the outcrop near the working faces.

Drainage is by natural means and ditches, and generally good.

The roof is dangerous, being near the outcrop, and, therefore, requires a great deal of timbering. However, it is kept in a safe condition.

The coal is gathered in the interior and hauled over a tramroad to the head of the plane by horses. It is then lowered 800 feet to the tippie, and is dumped into railroad cars and shipped over the Neff Run Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 64 men, worked 271 days and produced 65,045 tons of coal.

STANTON & GEORGE'S CREEK COAL COMPANY.

Louis Stanton.....General Manager.

Louis Stanton.....Mine Foreman and Supt.

Stanton Mine is located on the west side of Braddock's Run, one mile south of Clarysville, along the old National Road. It is a drift opening, working the Kittanning seam of coal.

The ventilation is produced by a 16-foot fan, driven by steam. The air current is fairly good.

Drainage is difficult in some sections.

The roof, which overlies the Kittanning in this section, is above the average, and for this reason the timbering is sometimes neglected.

The coal is gathered in the interior and hauled to the head of the plane by mules and ponies. It is lowered 900 feet, dumped into railroad cars and shipped over the Elkhart Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 13 men, worked 263 days and produced 7082 tons of coal.

BRAILER MINING COMPANY.

William L. Hamilton....Supt. and Gen. Manager.

James Walsh.....Mine Foreman.

Bald Knob Mine is located at Mount Savage. It consists of four openings, working the Pittsburg or Big Vein coal seam, and is developed on the double-entry system.

Ventilation is produced by natural means and is conveyed to the working faces by doors and stoppings. The air conditions are good.

Drainage is found satisfactory by ditches.

The roof is also good and the timbering well taken care of to prevent falls of coal.

The coal is gathered and hauled to the outside by horses; from

there it is conveyed over a tramroad to the head of the plane. It is then lowered 4500 feet to the tibble, from where it is dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 70 men, worked 200 days and produced 36,439 tons of coal.

PINE HILL COAL COMPANY.

John R. Hamilton.....Supt. and Gen. Manager.
Nathaniel Somerville.....Mine Foreman.

Pine Hill Mine is located on the east side of the George's Creek, near Lonaconing. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, by holes being driven to the surface and around the outcrop near where the working faces are located. Conditions are good for this system of ventilation.

Drainage is by natural means and ditches, and is generally good. The roof is of the usual character, being near the outcrop, and requires very careful timbering to prevent falls of coal.

The coal is gathered in the interior and hauled to the tibble by horses. It is then dumped into railroad cars and shipped over the George's Creek Division of the Western Maryland Railroad.

During the year of 1917 they employed 21 men, worked 260 days and produced 23,000 tons of coal.

UNITED BIG VEIN COAL COMPANY.

H. W. Rowe.....General Manager.
H. W. Rowe.....Superintendent.
Gus Finderman.....Mine Foreman.

United Big Vein Mine is located west of Mount Savage. It consists of two drift openings, working the Pittsburg or Big Vein coal seam, and is developed on the double-entry system.

Ventilation is produced by natural means, and is found satisfactory. The current is conducted to the working faces by approved brattices and doors.

Drainage is kept in a lawful condition by natural means and ditches.

The roof is good and the timbering is carefully looked after.

The coal is gathered and hauled to the outside by mules. It is then conveyed over a tramroad to the head of the plane by engine, and then is lowered over a plane to the dump, dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 60 men, worked 190 days and produced 17,978 tons of coal.

McKEE COAL COMPANY.

Jonathan Jenkins.....General Manager.
 James Jenkins.....Superintendent.
 Robert T. Shaw.....Mine Foreman.

McKee Mine is located one and one-half miles west of Carlos Junction. There are two openings, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, and the conditions are favorable for this system of ventilation, as there are numerous holes driven to the surface and around the outcrop near the working faces.

Drainage is by natural means and ditches, and is found in a good condition.

The roof requires a great deal of timbering, being near the outcrop.

The coal is gathered and hauled by horses to the outside and over a tramroad to the head of the plane. It is then lowered over two planes, dumped into railroad cars and shipped over the Carlos Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 53 men, worked 276 days and produced 43,972 tons of coal.

ALLEGANY COAL COMPANY.

E. J. Roberts.....General Manager.
 R. C. Roberts.....Superintendent.
 Harry Wilson.....Mine Foreman.

Tacoma Mine is located on the west side of the George's Creek at Franklin. This mine is a drift opening, working the Lower Kittanning or Davis six-foot coal seam.

Ventilation is produced by furnace and by several openings. The air current is conducted to the working faces by means of doors and stoppings, and is found in a good condition. Drainage is by natural means, and is generally good.

The roof is of a dangerous character, being near the outcrop, and requires a great deal of attention. However, the timbering is well looked after.

The coal is gathered in the interior and hauled from the mines to the tipple by mules. It is then dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 37 men, worked 209 days and produced 40,738 tons of coal.

MCNITT COAL COMPANY.

James Jenkins.....Superintendent.
 James H. Fuller.....General Manager.
 George Tennant.....Mine Foreman.

McNitt Mine is located at Midlothian. There are four drift openings, working the Pittsburg or Big Vein coal seam.

The ventilation is produced by natural means, there being numerous holes to the outside around the outcrop near where the working faces are located. The air conditions are good.

The drainage is by natural means and ditches, and is satisfactory.

The roof is of a dangerous character on account of being near the outcrop, so therefore requires a great deal of attention.

The coal is gathered in the interior and hauled to the outside by horses. It is lowered over a plane and across a trestle to the tippie. It is then dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 34 men, worked 163 days and produced 13,465 tons of coal.

CLAIR COAL COMPANY.

V. H. Burtner.....General Manager.
 Thomas Harris.....Superintendent.

Penn Mines Nos. 1, 2, 3, 4 are located on the west side of the George's Creek, near Franklin. They are drift openings, working the Bakerstown-Barton four-foot coal seam, and are developed on the double-entry system.

The ventilation is well distributed, being produced by a large steam fan, and the air conditions are good.

Drainage is by natural means and ditches.

The coal is gathered in the interior and hauled to the head of the plane by mules, where it is lowered 800 feet to the dump. It is dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1918 they employed 27 men, worked 116 days and produced 11,400 tons of coal.

MIDLOTHIAN COAL COMPANY.

William Walters.....Supt. and General Manager.
 David Rainey.....Mine Foreman.

Midlothian Coal Company mines are located at Midlothian, about two miles west of Frostburg. This company operates two mines—the Pittsburg or Big Vein Mine, which consists of five drift openings, and the Sewickley or Tyson, consisting of one opening.

Ventilation is produced by natural means and furnace, and is found in a satisfactory condition.

Drainage is by natural means and ditches, and is good.

The roof is of a dangerous character, being near the outcrop; however, the timbering is well looked after to prevent accidents.

The coal is gathered in the interior and hauled to the head of the plane by horses. From there it is lowered over three planes and is dumped into railroad cars and shipped over the Midlothian Branch of the Cumberland & Pennsylvania Railroad.

During the year of 1918 they employed 65 men, worked 251 days and produced 38,584 tons of coal.

THE GEORGE'S CREEK COAL MINING COMPANY.

John H. Hart.....Superintendent.
 Frank Quinn.....Foreman.
 Marcellus Moegan.....Foreman.

Jackson Mines are located at Lonaconing. They are drift openings, working the Pittsburg or Big Vein coal seam and the Tyson seam.

Ventilation is produced by natural means and conditions are favorable for this system of ventilation, as there are numerous holes to the outside and around the outcrop near where the working faces are located.

Drainage is by natural means and ditches, and is found satisfactory.

The roof is of a dangerous character and requires very careful timbering to prevent accidents. Special attention is given to timbering.

The coal is mined by pick, and is gathered in the interior by horses and hauled to the head of the plane. It is lowered 880 feet to the dump, and is loaded into railroad cars and shipped over the George's Creek & Cumberland Division of the Western Maryland Railroad.

During the year of 1917 they employed 2398 men, worked 212 days and produced 52,189 tons of coal.

FITZPATRICK COAL COMPANY.

John W. Fitzpatrick.....Gen. Manager and Supt.
 James Fitzpatrick.....Mine Foreman.

Pekin Mine No. 1 is located on the west side of the George's Creek at Pekin. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by holes being driven to the surface and around the outcrop where the working faces are located. The air current is found in a good condition.

Drainage is by natural means and ditches, and is satisfactory.

The roof is of the usual character near the outcrop, and requires a great deal of timbering to keep it in a safe condition. However, the timbering is well taken care of.

The coal is gathered in the interior and hauled to the head of the plane by horses. It is lowered 1500 feet and dumped into railroad cars, and is shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 7 men, worked 220 days and produced 2218½ tons of coal.

GREEN COAL MINING COMPANY.

Robert L. Green.....Supt. and Gen. Manager.

Robert L. Green.....Mine Foreman.

The Moscow Mine No. 1 is located at Barton, on the east side of the George's Creek. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, by holes driven to the surface around the outcrop near where the working faces are located. The air conditions are good. Drainage is by natural means and ditches, and is generally good.

The roof is of the usual character near the outcrop, and requires a great deal of timbering to prevent falls of coal.

The coal is gathered and hauled to the head of the plane by horses. It is then lowered over a plane and dumped into railroad cars, and is shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 33 men, worked 140 days and produced 12,500 tons of coal.

BARTON COAL MINING COMPANY.

Joseph Conroy.....Superintendent.

Harry Lillar.....Mine Foreman.

Masco Mine No. 1 is located on the east side of the George's Creek at Reynolds. This mine is a drift opening, working the Lower Freeport coal seam, and is developed on the double-entry system.

Ventilation is produced by a large fan, driven by steam. The air current is conducted to the working faces by means of approved doors and stoppings, and is found in a good condition.

Drainage is satisfactory by natural means and ditches.

The roof is of a dangerous character and requires a great deal of timbering in order to keep it in a safe condition.

The coal is gathered in the interior and conveyed to the dump by mules. It is then dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

CUMBERLAND BIG VEIN COAL COMPANY.

L. Lee Lichtenstein.....General Manager.
John W. Kreitzburg.....Superintendent.

The Cumberland Big Vein Coal Company mine, Conway No. 1, is located about one mile east of Eckhart. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, and conditions are favorable for this system of ventilation, as there are numerous holes driven to the surface and around the outcrop where the working faces are located.

Drainage is by natural means and ditches, and is found in a good condition.

The roof is of a dangerous character, being near the outcrop, and, therefore, requires a great deal of timbering to keep the roof safe.

The coal is gathered in the interior and conveyed to the outside by horses. It is then dumped into motor trucks, which convey it to the railroad.

During the year of 1917 they employed 29 men, worked 209 days and produced 29,000 tons of coal.

MULLANEY COAL COMPANY.

Henry Mullaney.....General Manager and Supt.
Frank Storwell.....Mine Foreman.

Mullaney Mine is located east of Mount Savage. It is a drift opening, working the Kittanning coal seam, and is developed on the double-entry system.

Ventilation is produced by natural means, and is found good. The air current is conducted to the working faces by means of brattices.

Drainage is found in a lawful condition by natural means.

The roof is good and the timbering is well taken care of to prevent falls of slate or rock.

The coal is gathered and hauled to the tippie by mules. It is then dumped into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

CLIFTON BIG VEIN COAL COMPANY.

Uriah Jones.....General Manager.
William Harvey.....Superintendent.
John Harvey.....Mine Foreman.

Clifton Big Vein Mine is located east of Frostburg, Md. It is a drift opening, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, as there are numerous holes driven to the surface and around the outcrop near the working faces. Conditions are favorable for this system of ventilation.

Drainage is by natural means and ditches, and is found in a good condition.

The roof is of the usual character, being near the outcrop, so therefore requires a great deal of timbering to keep it safe.

The coal is gathered and hauled to the outside by horses, loaded into railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1917 they employed 3 men, worked 210 days and produced 3390 tons of coal.

WESTERNPORT COAL COMPANY.

Michael Thomas Dailey..Gen. Manager and Supt.
David Wilkins.....Mine Foreman.

The Westernport Mine is located at Franklin. It is a drift opening, working the Lower Kittanning coal seam.

Ventilation is produced by an electric fan, and is conducted to the working faces by approved doors and brattices.

Drainage is difficult in sections; however, it is kept in a good condition by electric pumps.

The roof is of the usual character overlying the Kittanning seam, and is found satisfactory.

The coal is gathered in the interior and hauled to the outside by mules, and dumped into conveyors. It is then conveyed to the railroad cars and shipped over the Cumberland & Pennsylvania Railroad.

During the year of 1918 they employed 15 men, worked 110 days and produced 1839 tons of coal.

CUMBERLAND & WESTERNPORT ELECTRIC RAILROAD MINING COMPANY.

D. D. Price...Superintendent and Mine Foreman.

Reynold Mine is located at Reynolds. It is a drift opening, working the Upper Freeport seam of coal, and is developed on the double-entry system.

Ventilation is furnished by two fans, driven by motor. The air current is conveyed to the working faces by brattices, and is satisfactory for the few men who are employed.

Owing to the level condition of the mine, drainage is difficult. The roof is of the usual character which overlies the Upper Freeport seam, and requires a great deal of timbering to keep it in a safe condition.

The coal is gathered in the interior and hauled by mules to the Cumberland & Westernport Electric Railway plant, and the output is used by this plant.

During the year of 1917 they employed 3 men, worked 300 days and produced 3985 tons of coal.

BORDEN MINING COMPANY.

Horace Evans.....Supt. and General Manager.
John Kemp.....Mine Foreman.

Borden Mine is located at Borden, near Frostburg. There are two drift openings, working the Pittsburg or Big Vein coal seam.

Ventilation is produced by natural means, and conditions are good for this kind of ventilation, as there are numerous holes driven to the surface around the outcrop where the working faces are located.

Drainage is in a lawful condition by natural means.

The roof is of a dangerous character, being near the outcrop, and requires a great deal of timbering to keep it safe.

The coal is gathered and hauled to the outside by horses, loaded into railroad cars and shipped over the Western Maryland Railroad.

GARRETT COUNTY MINES.

DAVIS COAL & COKE COMPANY.

R. P. Malone.....General Manager.
M. A. Stewart.....Superintendent.
J. B. Watkins.....

The Kempton shaft of the Davis Coal & Coke Company is located in the southwest corner of Garrett County, Maryland. This is a shaft opening, working the Lower Kittanning coal seam.

The ventilation is produced by a Robinson fan and driven by an electric motor. It is conducted to the working faces by approved overcasts, doors and stoppings, and the air conditions are good.

The roof is in a good condition, and the timbering is carefully looked after to prevent accidents.

Drainage is kept in a lawful and satisfactory condition by means of pumps.

The coal is undercut by three Goodman mining machines and also by pick. The coal is gathered and hauled to a side track in the interior by eight General Electric six-ton reel motors. From there it is hauled to the bottom of the shaft by two 10-ton motors. It is then raised 420 feet to the surface by an electric motor, and is dumped into a 600-ton steel bin. It is then dumped into railroad cars and shipped over the Western Maryland Railroad. From all prospects this mine is likely to become the largest in the State.

During the year of 1917 they employed 144 men, worked 296 days and produced 207,902 tons of coal.

BLAINE MINING COMPANY.

James G. Boyd.....General Manager.
George L. Campbell.....Mine Foreman.
George Boyd.....Engineer and Mine Foreman.

Blaine Mining Company is located at Potomac Manor, on the west side of the Potomac River, and on the main line of the Western Maryland Railroad.

Mine Nos. 1 and 2 are drift openings, working the Lower Kittanning or Davis six-foot coal seam, and is developed on the double-entry system.

Ventilation is produced by a 12-foot fan, driven by steam. The air current is conducted to the working faces by doors and stoppings, and is found in a lawful condition.

Drainage is kept in a satisfactory condition by natural means and ditches.

The roof is of the usual character which overlies the Lower Kittanning seam in this region, and the timbering is well looked after.

The coal is gathered and hauled to a side track in the interior by horses and mules; from there it is conveyed to the outside and over 1700 feet of tramroad to the head of the plane by four electric motors. It is then lowered 900 feet to the dump and dumped on a 12-foot picking table, which conveys it to the railroad cars.

This office owns 84 houses, store and office building.

During the year of 1917 they employed 144 men, worked 222 days and produced 115,230 tons of coal.

GARRETT COUNTY COAL MINING COMPANY.

Wm. H. Gibson.....General Manager.
A. J. Garrett.....Superintendent.
H. V. Sager.....Mine Foreman.

Dodson Mine No. 5 is located at Dodson, on the northwest side of the Potomac River, and on the main line of the Western Maryland Railroad. It is a drift opening, working the Upper Kittanning coal seam, and is developed on the double-entry system.

Ventilation is produced by furnace, and is conducted to the working faces by doors and stoppings. It is sometimes unsatisfactory.

Drainage is difficult owing to the level condition of the mines.

The roof is good and the timbering is given careful attention.

The coal is gathered and hauled to a side track in the interior by mules, from where it is conveyed to the outside and over 3000 feet

of tramroad by three gasoline motors to the head of the plane. It is then lowered 900 feet and dumped into railroad cars in conjunction with the output from Mines Nos. 1 and 3.

During the year of 1917 Mines Nos. 1, 3, 5, 6 and 7 employed 126 men, worked 257 days and produced 101,864 tons of coal.

Dodson Mines Nos. 1 and 3 are located at Dodson, on the north-west side of the Potomac River, and on the main line of the Western Maryland Railroad. They are drift openings, working the Lower Kittanning coal seam, and is developed on the double-entry system.

Ventilation is produced by a 16-foot fan, driven by steam. It is conducted to the working faces by doors and stoppings.

Drainage is by natural means, and is found satisfactory.

The roof is of the usual character which overlies the Lower Kittanning seam, and, therefore, requires a great deal of timbering in order to prevent falls. However, the timbering is well taken care of.

The coal is gathered and hauled to the side track in the interior by mules; from there it is conveyed to the outside and over 3000 feet of tramroad to the head of the plane by three gasoline motors. It is then lowered 900 feet to the tibble, equipped with a 12-foot picking table, and is dumped into railroad cars and shipped over the Western Maryland Railroad.

This company owns 89 houses, one boarding-house, store, office and hall.

HAMILL COAL & COKE COMPANY.

R. A. Smith.....General Manager.

W. D. Walker.....Superintendent.

Hamill Coal & Coke Company Mine Nos. 1 and 2 are located one mile southwest of Kitzmiller, on the main line of the Western Maryland Railroad. It consists of two drift openings, working the Lower Kittanning or Davis six-foot coal seam.

Ventilation is produced by a 12-foot fan, driven by natural-gas engine. It is conducted to the working faces by approved stoppings and doors, and is found to be good throughout. The drainage is difficult, but is kept in a lawful condition by means of ditching and pumps.

The roof is very dangerous and requires a great deal of timbering in order to prevent falls of rock. The timbering, however, is well looked after.

The coal is mined by pick, and is gathered and hauled to a side track in the interior by mules; from there it is conveyed to the mouth of the mines by a gasoline motor and dumped into a large storage bin. From there it is loaded into two buckets and is conveyed by aerial tramway across the Potomac River, and finally dumped into railroad cars.

During the year of 1917 they employed 123 men, worked 282 days and produced 96,902 tons of coal.

POTOMAC VALLEY COAL COMPANY.

Otis E. Abernethy. . . . Supt. and General Manager.
 Robert F. Pritts. Mine Foreman.

Peerless Mine is located one and one-half miles from Kitzmiller, on the main line of the Western Maryland Railroad. There are two drift openings, working the Upper Freeport coal seam, and is developed on the double-entry system.

Ventilation is produced by a 12-foot fan, driven by natural-gas engine, and is found good.

Drainage is found in a satisfactory condition by means of ditches and pumps.

The roof is good, and the timbering is well looked after to prevent accidents.

The coal is gathered and hauled to side tracks in the interior by mules and ponies; from there it is conveyed to the outside and over 1000 feet of tramroad to the head of the plane by two gasoline motors. It is then lowered to a bridge crossing the Potomac River and is dumped into railroad cars.

During the year of 1917 they employed 83 men, worked 223 days and produced 76,011 tons of coal.

Otis E. Abernethy. Superintendent.
 Joseph A. Smith. Mine Foreman.

Louise Mine is located on the west side of the Potomac River at Chaffee, on a spur off the main line of the Western Maryland Railroad. It is a drift opening, working the Lower Kittanning or Davis six-foot coal seam.

Ventilation is produced by furnace, and conducted to the working faces by doors and stoppings, and is found in a satisfactory condition. The roof is good and the timbering is well looked after to prevent accidents.

Drainage is in a lawful condition by natural means.

The coal is gathered and hauled by mules to the tippie, and is dumped into railroad cars and shipped over the Western Maryland Railroad.

During the year of 1917 they employed 10 men, worked 223 days and produced 4562 tons of coal.

CHAFFEE COAL COMPANY.

Sheridan Stottlemeyer. General Manager.
 Rutherford Stottlemeyer. Superintendent.
 Ira Duchworth. Mine Foreman.

The Chaffee Coal Company is located at Vindex, on a branch road, one and seven-eighths miles from the main line of the Western

Maryland Railroad. It is a drift opening, working the Lower Kittanning or Davis six-foot coal seam, and is developed on the double-entry system.

Ventilation is produced by a 12-foot fan, driven by steam. It is conducted to the working faces and throughout the mine by approved and lawful means. The drainage is by natural means and ditches.

The roof is of the usual character overlying the Lower Kittanning seam, and is kept in a good condition by proper timbering.

The coal is gathered and hauled to a side track in the interior by mules; from there it is conveyed to the head of the plane by rope haulage. It is then lowered 350 feet and dumped on a picking table, from where it is conveyed to the railroad cars.

The company owns 84 houses at Vindes, one store, office building and hall. They also own 40 houses at Chaffee.

During the year of 1917 they employed 102 men, worked 220 days and produced 76,128 tons of coal.

MONROE COAL MINING COMPANY.

W. H. Gibson.....General Manager.

W. H. Gibson.....Superintendent.

R. L. Kight.....Mine Foreman.

Elk Run Mine Nos. 1 and 3 are located at Barnum, on the west side of the Potomac River, and on the main line of the Western Maryland Railroad. They are drift openings, working the Bakers-town or Barton four-foot and the Lower Kittanning or Davis six-foot seam of coal, and are developed on the double-entry system.

At Mine No. 1 the ventilation is produced by a 11-foot fan, driven by steam, and is generally good. The coal is gathered to side track by mules; from there it is conveyed to the outside by gasoline motor and hauled over 600 feet of tramroad to a dump, which crosses the Potomac River. It is loaded into the railroad cars and shipped over the Western Maryland Railroad.

Mine No. 3 is located directly above Mine No. 1, and is a drift opening, working the Bakerstown or Barton four-foot coal seam.

Ventilation at this mine is produced by a seven-foot fan, driven by compressed air, and is found in a good condition.

The roof is good and the timbering is well looked after to prevent falls of rock.

The coal is gathered and hauled from the interior to the head of the plane by mules. It is lowered 1225 feet and dumped into railroad cars in connection with the output of Mine No. 1.

The company owns 45 houses for their employees, a residence

for the superintendent, and a building containing one storeroom and four offices.

During the year of 1917 they employed 71 men, worked 248 days and produced 42,848 tons of coal.

BLOOMINGTON COAL COMPANY.

S. B. Brydon.....Superintendent.
John Tibbetts.....Foreman.

Bloomington Mine is located near Bloomington, Md. It is a drift opening, working the Lower Kittanning or Davis six-foot coal seam.

Ventilation is produced by furnace and is conducted to the working faces by brattices. The air current is satisfactory.

Drainage is by natural means and is in a lawful condition.

The roof is of the usual character overlying the Kittanning seam, and the timbering is well looked after to prevent accidents.

The coal is mined by pick, blasted by black powder, and is gathered and hauled from the interior to the outside by mules. It is then conveyed over a long tramroad to the tippie by a steam locomotive, dumped into railroad cars and shipped over the Baltimore & Ohio Railroad.

During the year of 1917 they employed 30 men, worked 294 days and produced 20,587 tons of coal.

PATTISON & BRYDON COAL COMPANY.

S. B. Brydon.....Superintendent.
John Tibbetts.....Foreman.

Mine No. 7 is located near Bloomington, and is a drift opening, working the Lower Kittanning coal seam.

Ventilation is produced by furnace, and is conducted to the working faces by brattices and doors. The air current is found satisfactory.

Drainage is by natural means, and is found in a good condition.

The roof is of the usual character overlying the Kittanning seam, and the timbering is carefully looked after to prevent accidents.

The coal is mined by pick, and is gathered and hauled from the interior to the outside by mules. It is then conveyed over a long tramroad to the tippie by a steam locomotive, dumped into railroad cars and shipped over the Baltimore & Ohio Railroad.

During the year 1917 they employed 16 men, worked 294 days and produced 15,464 tons of coal.

STRATHMORE COAL COMPANY.

Strathmore Coal Company is located about two and one-half miles west of Branard. It is a drift opening, working the Upper Freeport seam of coal, and is developed on the double-entry system.

Ventilation is produced by fan, driven by steam, and is conducted to the working faces by means of doors and brattices. The air current is in a good condition.

Drainage is found satisfactory by means of ditches and pumps. The roof is good, and the timbering is well looked after to prevent accidents.

The coal is gathered and hauled to the bottom of the slope by mules, and is hoisted to the surface by a stationary engine. It is then hauled over a short tramroad to the tipple, where it is dumped into railroad cars and is shipped over the Western Maryland Railroad.

During the year of 1917 they worked 300 days and produced 15,494 tons of coal.

PATTISON COAL COMPANY.

Carl Pattison.....General Manager.
 Russell Pattison.....Superintendent.
 Thos. P. Swam.....Mine Foreman.

Pattison Mines Nos. 1 and 2 are located about one mile west of Bloomington, Md., on the main line of the Baltimore & Ohio Railroad. They are drift openings, working the Bakerstown or Barton four-foot and the Upper Kittanning seam of coal.

No. 1 Mine, working the Bakerstown seam, the ventilation is produced by a fan, driven by steam. It is conducted to the working faces by approved doors and brattices, and found in a good condition. The drainage is by natural means and ditches, and is found in a lawful condition.

The roof is of the usual character, and the timbering is well looked after to prevent accidents.

The coal is mined by pick, and is gathered and hauled in the interior by mules, and is conveyed over a tramway 1400 feet long to the head of the plane. It is then lowered and dumped into railroad cars.

In Mine No. 2, working the Kittanning seam, the ventilation is furnished by natural means, and is conducted to the working faces by means of brattices. The air current is found satisfactory.

Drainage is by natural means and is in a fair condition. The roof is good and the timbering is well looked after. The coal is gathered and hauled from the interior to the tipple, and is dumped into railroad cars and shipped over the B. & O. Railroad.

During the year of 1917 they employed 30 men, worked 225 days and produced 25,173 tons of coal.

HUBBARD COAL COMPANY.

Hubbard Coal Company mine is located at Hubbard, on the main line of the Western Maryland Railroad. This mine is working the Lower Kittanning or Davis six-foot coal seam, and is developed on the double-entry system.

Ventilation is produced at No. 1 Mine by a 10-foot fan, driven by a six-ton Westinghouse electric motor. The air current is conducted to the working faces by doors and stoppings, and is found generally good.

Drainage is in a satisfactory condition by natural means and ditches. The roof in No. 1 Mine is of a dangerous character, and requires a great deal of timbering in order to keep it in a safe condition. The timbering, however, is well looked after. In Mine No. 1 the roof is good and the timbering is well taken care of.

The coal is undercut by a C. E. Sullivan short-wall chain machine and also by hand pick. It is gathered and hauled to a side track in the interior by mules; from there it is conveyed to the outside and over a tramroad to the head of the plane by electric motor. It is then lowered 900 feet to a dump which crosses the Potomac River, and is finally dumped into railroad cars and shipped over the Western Maryland Railroad.

During the year of 1917 they employed 177 men and produced 11,093 tons of coal.

STANDARD COAL COMPANY.

Carl C. Hetzel.....President.
L. R. Kight.....Superintendent.

Standard Coal Company mine is located near Chaffee. It consists of six openings, working the Lower Kittanning or Clarion coal seams.

The ventilation, produced by natural means, is found to be satisfactory.

Drainage is in lawful condition by natural means.

The roof is good and the timbering is well looked after.

The coal is mined by pick, and is gathered and hauled to the dump by horses. It is then dumped into railroad cars and is shipped over the Chaffee Branch of the Western Maryland Railroad.

During the year of 1917 they employed 38 men, worked 141 days and produced 5303 tons of coal.

CLAY MINES.**UNION MINING COMPANY.**

James Aldon.....General Manager.
 Joseph Finzel.....Superintendent.
 Thomas Machen.....Mine Foreman.

The Union Mining Company Fire Clay Mines are located about four miles west of Mount Savage, on the Savage Mountain. They are drift openings, working the clay seam, and are developed on the double-entry system.

Ventilation is produced by a six-foot fan, driven by 15 H. P. motor. It is conducted to the working faces by doors and brattices. The air conditions are good.

The drainage is by natural means and ditches, and is in a fairly good condition.

The roof is of the usual character which overlies the clay seam, and requires a great deal of timbering to prevent accidents from falls of roof.

The clay is drilled by a Sullivan jack hammer drill, blasted by dynamite, and is gathered and hauled from the interior to the outside by mules; from there it is dumped into large cars and lowered down to a plane one mile long to the tramroad two miles long, and hauled by a small locomotive engine to the yards in Mount Savage, where it is prepared for the market.

During the year of 1918 they employed 95 men, worked 302 days and produced 54,895 tons of clay.

D. A. Benson.....General Manager.
 Clarence Raley.....Superintendent.

The Big Savage Fire Brick Mines are located on the Big Savage Mountain, about three miles northwest of Frostburg. They are drift openings, working the clay seam.

Ventilation is produced by natural means and also by a heading driven through the Savage Mountain Fire Brick Mine to this mine. The air current is conducted to the working faces by approved doors and brattices.

Drainage is by natural means.

The roof is of the usual character overlying the Savage clay seam, and requires a great deal of timbering to keep it in a safe condition. The timbering, however, is well looked after.

The clay is drilled by hand, and is gathered in the interior and is hauled to the head of the plane by mules. It is then lowered and

dumped into large cars, and conveyed down the mountain, a distance of two and one-half miles, to the brickyard, and there prepared for the market.

During the year of 1918 they employed 44 men, worked 300 days and produced 15,185 tons of clay.

SAVAGE MOUNTAIN FIRE BRICK COMPANY.

John A. Caldwell.....General Manager.
G. A. Shuckhart.....Superintendent.
Charles Wolfe.....Mine Foreman.

The Savage Mountain Fire Brick Mine is located about three miles northwest of Frostburg. It is a drift opening, working the fire clay seam.

Ventilation is produced by natural means, by air holes being driven to the surface, also by heading being driven through to the Big Savage Fire Brick Mine.

Drainage is by natural means, and is very difficult. It is, however, kept in a good condition.

The roof is good and the timbering is well looked after to prevent accidents from falls of roof. The clay is gathered in the interior and hauled to the surface by mules. It is then conveyed over a long tramroad, dumped into large motor trucks and wagons and is hauled to the yards in Frostburg, where it is prepared for the market.

During the year of 1918 they employed 31 men, worked 300 days and produced 14,232 tons of clay.

ANDREW RAMSAY COMPANY.

Andrew Ramsay.....General Manager.
James Jenkins.....Superintendent.

Maryland Mine is located two and one-half miles southwest of Ellerslie, and is a drift opening, working the clay seam.

Ventilation is produced by natural means, and is found good.

Drainage is in a lawful condition by natural means.

The roof is of the usual character which overlies the clay seam, and requires a great deal of timbering to prevent accidents. The timbering is, however, carefully looked after.

The clay is gathered and hauled from the interior by mules, and is conveyed to the yard, where it is prepared for the market.

During the year of 1918 they employed 11 men, worked 240 days and produced 1656 tons of clay.