

Average number of days of active operation, shipping mines.....	245
Number of kegs of powder used.....	20,206
Number of pounds of dynamite used.....	14,031
Tons of coal shipped from the mines.....	2,578,858
Tons supplied to locomotives.....	113,121
Tons sold to local trade, shipping mines.....	144,713
Tons sold to local trade, local mines.....	67,319
Tons sold to local trade, all mines.....	212,032
Tons consumed and wasted at the plant, all mines.....	294,038
Number of fatal accidents.....	18
Number of non-fatal accidents.....	100
Number of wives made widows.....	13
Number of children left fatherless.....	54
Tons of coal mined to each fatal accident.....	177,669
Tons of coal mined to each non-fatal accident.....	31,984
Number of employes to each fatal accident.....	386
Number of employes to each non-fatal accident.....	70

The following statement gives the coal production by counties in the first district, with the increase in each for the years ending June 30, 1906-1907:

COUNTIES.	TOTAL OUTPUT IN TONS.		Increase.
	1906.	1907.	
Grundy.....	1,170,625	1,327,197	156,572
Kankakee.....	28,419	37,828	9,409
LaSalle.....	1,695,327	1,644,696	49,359
Will.....	141,959	188,338	46,379
Total.....	2,936,330	3,198,049	261,719
Net increase.....		261,719	

All the counties in the district show an increase in the output over last year.

NEW MINES.

In LaSalle county, LaSalle County Carbon Coal Company has opened a new mine No. 5 at Cedar Point. The Kickapoo Coal Company has sunk a new shaft near Seneca. Oscar Kimes has sunk a new shaft one mile west of Streator and Jerry Pratt has opened a new mine at Lowell. The LaSalle County Carbon Coal Company's No. 5 mine, located at Cedar Point, went into active operation August 19, 1907. The coal is now hoisted out of the air shaft. The hoisting shaft is 12 by 16 feet in the clear and is equipped with steel tittle and all necessary machinery for handling cars tandem on the cage. The cars are operated by steam pushers, with transfer tables for placing empties in front of pushers; also cross over dumps and kick backs, according to the best modern ideas.

The cages are equipped with the Ottumwa safety catches, which project into the timbers at the side of the shaft, in case of the breaking of the rope. The rope is connected to the cages with Humble safety detaching hook, designed to hold the cages in position near the pulley in case of overwinding. The company also installed elaborate shaker screens and box car loaders.

The hoisting apparatus was furnished by the Litchfield Foundry and Machine Company and consists of 24 by 42 inch double engines with a seven foot drum, steam brake. The boiler house contains five tubular boilers, 72 inches by 18 feet. The boiler and engine houses are built entirely fire proof. The air shaft is located 265 feet from the main shaft and will be equipped with a 6 by 16 foot fan, operated by an 18 by 20 inch engine. This engine house will be brick and have connetions with air shaft of concrete. The air shaft will be equipped with a hoisting apparatus for a single cage,

to be used in letting down material and doing necessary repair work in the air shaft. The escape ways consist of stairways in a separate compartment. The plans, taken as a whole, contemplate an absolutely fire proof outfit, and no expense has been spared to secure the most perfect and safest arrangement of machinery and other devices providing for safety in the handling of men and material.

ABANDONED MINES.

The following mines have been abandoned in LaSalle county: William McMillen, Streator; Joseph Sowerby & Co., Streator; William G. Francis, Streator; Mathew White, Ottawa; also the North Wilmington Coal Company, at Seneca; and in Grundy county the Wilmington Coal Mining and Manufacturing Company's No. 4 mine at Diamond and Max Davidson & Son's mine near Morris. The Rixson Coal Company of Braceville, Will county, has not been in operation since the strike in 1906, but intend to open the mine again this fall.

PROSPECTIVE MINES.

In LaSalle county the Streator Fuel Company of Streator is sinking a new shaft about three and one-half miles northeast of the town. Harrison & Co. are taking the water out of the old mine formerly operated by the Joliet and Streator Coal Company, which was abandoned eighteen years ago. The mine is located on the C. & A. Railway, a half mile east of Streator. The Chicago-Wilmington and Vermilion Coal Company is preparing to sink a new shaft one-half mile north of the corporate limits of Streator. The Chicago-Wilmington and Vermilion Coal Company is also sinking a new mine a half mile south of its No. 1 mine at South Wilmington, Grundy county.

FIRES AT MINES.

The night of August 13, 1906, the tower, engine house, boiler room and fan house of the LaSalle County Carbon Coal Company's LaSalle mine were destroyed by fire. The fire also extended down the hoisting shaft about twenty feet, so that it had to be retimbered. The fire was discovered by the night watchman in the fan house. How it originated no one knows.

A new tower has been erected, also a new brick engine house and boiler room have been built. The fan house has been built about seventy feet from the air chamber and made fire proof. The fan is 6 by 16 feet. A new shaker screen has been put in. The company has also put in an endless chain, to take the pit cars from the shaft to the railroad chutes, a distance of about 200 feet. The repairing of the mine was completed and put in operation November 12, 1906.

The night of September 26, 1906, a fire destroyed the tower, railroad chutes, engine house, boiler room and all outside buildings of Mrs. E. Hakes' mine at Rutland, LaSalle county. There were seven men in the mine at the time. After extinguishing the burning timbers at the bottom of the shaft, the men all got out safely by way of the escape shaft. A new tower has been erected, railroad chutes, engine house and boiler room have been rebuilt and work was resumed December 1, 1906.

IMPROVEMENTS.

The Oglesby Coal Company has built a new tippie a short distance southwest of the hoisting shaft on a branch of the C., M. & St. P. Railway. The pit cars are taken from the upper landing and conveyed by an endless chain about seventy-five feet to the new tippie, where the coal is loaded into the railroad cars. The company has also put in a new shaker screen and box car loader. This gives an outlet of its coal on two roads, the Illinois Central and Chicago, Milwaukee & St. Paul.