

## THE BUNKER HILL COAL CO.

This mine is located within the corporate limits of the village of Bunker Hill, on the line of the Indianapolis and St. Louis Railroad. The shaft is 250 feet deep, the coal averaging  $5\frac{1}{2}$  feet in thickness. It is hoisted by a single engine 10x20, hoisting drum 5 feet in diameter, ropes 1 inch, one boiler 40"x26". This company has sunk an escapement shaft during the year, and put in ladders from bottom to top. They have erected a Brazil, Ind., fan, 10 feet in diameter, to be worked by rope gearing. The fan is located at the escapement shaft.

Manager, J. Baur; Underground Manager, Peter Neil.

## B. L. DORSEY &amp; SON'S SHAFT.

This shaft is located within the corporate limits of Gillespie, and on the line of the Indianapolis and St. Louis Railroad. The shaft is 346 feet deep, the coal having an average thickness of  $7\frac{1}{2}$  feet, and the works are opened on the double-entry plan. The air is split for each set of entries. The company employs, on an average, 80 miners. This company has sunk an escapement shaft during the year, and put up a 4-foot Murphy fan for ventilating purposes. The coal is hoisted by twin engines, 16x30, of Litchfield manufacture. The engines are on first motion, the hoisting drum 8 feet in diameter, ropes  $1\frac{1}{8}$  inches. Everything is in first-class order around the mine.

B. Dorsey, Manager; Alexander Butters, Underground Manager.

## GILLESPIE COAL AND MINING CO.

This shaft is located half a mile east of the village of Gillespie, on the line of the Indianapolis and St. Louis Railroad. The shaft is 345 feet deep, the coal averaging  $7\frac{1}{2}$  feet in thickness. The mine is worked on the double-entry plan, and the air split for each set of entries. The mine is ventilated by a 4-foot Murphy fan. The fan is located at the escapement shaft. Ladders are put in the escapement shaft from bottom to top. The fan shaft is 5x5; ladder-way, 5x5. The coal is hoisted by twin engines on the first motion. The engines are 16x30, hoisting drum 8 feet, ropes  $1\frac{1}{8}$  inches. There is a powerful brake attached to the hoisting drum on all engines fitted up by the Litchfield machine works. There is also an indicator geared to the drum shaft by worm gearing; foot brake on center of drum, and relief valve. The relief valve is the invention of Wm. Bates, hoisting engineer at this mine. This is one of the best mines in Macoupin county, having a capacity of 1,000 tons per day. Everything around the mine is in good order. The engines are kept very neat and clean, and, in fact, everything about the works is in excellent condition, both above and below.

Manager, O. T. McKinney; Underground Manager, Wm. Opie.

## YOCK BROS'. COAL AND MINING CO.

This shaft is located about  $1\frac{1}{2}$  miles west of the village of Hornsby, on the line of the Indianapolis and St. Louis Railroad. The shaft is 390 feet deep, the coal averaging  $7\frac{1}{2}$  feet in thickness. An escape-

ment shaft has been sunk during the year, and the company has put up a 10-foot Brazil (Ind.) fan for ventilating purposes. The mine is opened on double and single entry plan. The company employs, on an average, 60 miners. The mining is all done by machinery. Yock's compressor and coal cutting machines are used, being the patents of Benjamin Yock, one of the firm. The coal is hoisted by double engines, first motion, 16x30. The hoisting drum is 7 feet in diameter; hoisting ropes  $1\frac{1}{4}$  inches. There are 6 cylinder boilers used for making steam, each 42"x24". The screens are  $1\frac{1}{2}$  inches in the mesh, and 12 feet long. Revolving screens are used to clean the nut coal. A great deal of timber is used in this mine, as the roof is very poor. The roof of the coal at Staunton, Mt. Olive and Gillespie is a great deal stronger than at Yock's mine.

Benjamin Yock, Manager.

## FARRELL &amp; FLINT'S MINES.

Shafts Nos. 1 and 2 are located in and adjoining the city of Carlinville, and on the line of the Chicago, Alton and St. Louis Railroad. No. 1 shaft is 280 feet deep, and No. 2 is 290 feet deep, the coal averaging  $6\frac{1}{2}$  feet in thickness. These mines have been stopped since November, 1883, because they have had no escapement shafts.

## THE NILWOOD MINE.

Nilwood mine is leased and operated by Dennis Noonan. The shaft is located within the corporate limits of the village of Nilwood, and on the line of the Chicago, Alton and St. Louis Railroad. The shaft is 327 feet deep, the coal having an average of seven feet in thickness. There are twenty-five miners employed on an average during the year. The ventilation is by furnace,  $3\frac{1}{2}$  feet grate bar. There has been an escapement shaft sunk at this mine during the year. The coal is hoisted by a single engine 12x24, drum 5 feet, ropes  $1\frac{1}{8}$  inches. This mine has originally been worked on the single-entry plan, but the under-ground manager is now opening up the works on the double-entry plan.

Manager, Louis Kortkamp.

## GIRARD COAL AND MINING COMPANY'S MINE.

Girard Coal and Mining Company's shaft is located within the corporate limits of the village of Girard, and on the line of the Chicago, Alton and St. Louis Railroad. The shaft is 357 feet deep, and is in the basin of the coal along the line of said railroad. It runs from seven to eight feet in thickness. This mine has a splendid roof, one half of the works being in a solid limestone top, and very little timber needs to be used. The coal seems to be of a better quality than that of the surrounding mines. This company has made great improvements during the year. The hoisting shaft is made larger, the top landing raised, chutes built for coaling the engines on the Chicago and Alton, and Jacksonville Southeastern Railroads; revolving screens have been put up, and it is the intention as soon as it can be done to put in double engines on the