

mines; a large reservoir has been made, during the year, at No. 8, so that there will be no scarcity of water in the future. This company has put in electric signals at all of its larger mines, from bottom of the shaft to the top, with return signal from top to the bottom; also, a signal from the top of the shaft into the engine house. A fan, twenty feet in diameter, of the "Guibal" pattern, has been erected at No. 6 shaft, Staunton. The work on the two fans—the one at Staunton and the one at Mount Olive—has been done in a very substantial manner; water gauges have been put up on the fan drift, and proper places selected in the mine for measuring the air currents.

New hoisting engines have been put in at No. 7, Staunton; they are the coupled engines 18x32, Litchfield make, with new drum and top sheaves; the sheaves are of the Litchfield pattern, wrought iron spokes and steel shaft. New hoisting engines (same size and make as at Staunton) have also been put in at this company's mine at Carlinville; new boilers have also been put in, and a new brick engine and boiler-house has been built; the engines are located on the end of the shaft, as coal is dumped on both sides of the shaft. A large fan is to be erected. This company is also putting in a "Guibal" fan, 20 feet in diameter, at the Gillespie shaft, and making a large reservoir for water storage.

A new haulage plant has been erected in the underground works of the Riverton Coal Co., Sangamon county. It is on the tail-rope principle, pulling the coal a distance of 1800 feet, and hauling twenty cars at each trip, and is working very successfully.

The new escapement shaft at Chatham has been completed during the year.

A new and improved elevator and screening-plant has been put in at the Girard Coal Co.'s shaft.

#### NEW MINES.

A new shaft has been sunk by the Consolidated Coal and Coke Company of Mount Olive. The shaft is located on the St. Louis and Chicago Railway, one mile north-east of the village of Mount Olive, Macoupin county. The shaft is sunk down to a depth of 440 feet; the coal is from 7 to 8 feet thick, and of good quality, with a good roof. Operations to hoist coal were commenced January 1st, 1888, and the mine has been opened out very rapidly. The outside plant is put up in very good shape, consisting of a good brick engine and boiler-house, with substantial head framing, elevator, screens, etc. A Litchfield hoisting plant and boilers have been put in. It is the intention of this company to sink another hoisting shaft, and connect the two, to be used as an escapement shaft.

The new shaft of the Pana Coal Company has been finished, during the year, and entries are now being driven to connect the two shafts for escapement. A very substantial plant has been erected, engines coupled 20x40, mine cars holding a gross weight of 5300 lbs. each; the shaft will be known as No. 2 mine.

The coal is about the same thickness as in No. 1 shaft, and of a very good quality. The two mines are about one mile apart. No. 1 is located between the Indianapolis and St. Louis Railroad, and the Ohio and Mississippi, and at the point where these roads cross the Illinois Central; the new shaft No. 2 is located on the Illinois Central, about one mile north of the Union Depot at Pana.

A new shaft has been sunk by the Hillsboro Coal Company, and is located on the Indianapolis and St. Louis Railroad, about one mile east of the depot at Hillsboro. The shaft is 450 feet deep, and is sunk on No. 6 seam, from 7 to 8 feet in thickness, and equal in quality to the Mount Olive coal.

A new shaft has been sunk by the Edinburg Coal Company, and is located on the Ohio and Mississippi Railroad, adjoining the west end of the village of Edinburg. The coal is about 7 feet in thickness. A small shaft was sunk for the purpose of prospecting, and coal having been found, the company is now sinking a larger shaft for hoisting purposes. The smaller opening will be used as an escapement shaft.

A new shaft has been sunk by the Central Coal Company, and is located on the Wabash Railway, in South Springfield, near the intersection of the Chicago and Alton Railroad. The shaft went down on the usual No. 5 coal, at a depth of 250 feet. The coal is of a good quality, with a very good roof, and the plant is, in every respect, good.

The Capital Co-operative Coal Company, of Springfield, has sunk a new shaft, which is located on the Ohio and Mississippi Railroad near the junction of the Springfield branch of the Illinois Central, about one-quarter of a mile south of their old shaft. The coal is No. 5; depth of shaft, 250 feet. The company connected the new shaft with the old one for escapement, and is at present hoisting coal from both shafts.

A new shaft has been sunk by Ellis Briggs, adjoining the Chicago and Alton Railroad, within the corporate limits of the village of Roodhouse. The shaft is down 87 feet, sunk on No. 1 coal. The coal has an average thickness of 2 ft., 4 in.; and two small coupled engines have been put in, with suitable top works.

A new shaft has been opened by Thos. Crowlan, at North Alton, sunk to No. 1 coal, at a depth of 90 feet. Horse power is used to hoist the coal.

#### ABANDONED MINES.

The Mattoon shaft was abandoned, and everything around the mine sold, January 14th, 1888. This shaft was sunk to No. 2 coal, at a depth of 904 feet to the top of the coal. The coal is 3 ft., 6 in. in thickness, was mined on the long-wall plan, and was worked very successfully; but owing to having such a large quantity of water to contend with, and larger seams of coal to compete against, the management could not keep it running any longer. It is said