

The Citizens' Coal Mining Company, of Springfield, has opened what is called their "B" shaft. This shaft is 205 feet deep to coal seam No. 5, which is 5 feet 6 inches thick. The engine and boiler house is built of brick, with suitable engine and steam power; a fan 10 feet in diameter is put in for ventilation; the fan house is so built that a larger fan can be put in at any time. For cleaning the coal a shaking screen 60 feet long is erected. Coal, as it passes through the various meshes of the screen, falls direct into the railroad cars, dispensing with elevators and storage bins. The shaft is located three miles west of Springfield on the St. Louis, Chicago & St. Paul Railroad.

The Montgomery Coal Company has opened a new mine for business during the year at Paisley. A tower and out buildings have been put up, with suitable side tracks, and a new 12-foot fan put in. This mine is located one mile west of the village of Witt, in Montgomery county; a new town site is laid out and a number of houses have been built. The name of the new town is Paisley. The coal seam of the mine is No. 5, and it is about 8 feet thick; the shaft is 534 feet deep; the roof above the coal is very good and the coal will be easily mined.

Three small coal drifts have been opened near Chesterfield, in Macoupin county; one small shaft 3 miles south of Murrayville, in Morgan county; one small drift one mile west of Delphi, in Jersey county, and a new shaft near Roodhouse, in Greene county.

Abandoned Mines.—Two small drifts have been abandoned—one at Exeter and one near Winchester, in Scott county, and four small drifts are abandoned in Shelby county.

Escapement Shafts—The Litchfield Mining and Power Company is sinking an escape shaft. The Edinburg Coal Company is sinking a new escapement shaft in place of the one that caved in some two years ago. The Montgomery Coal Company, of Paisley, is sinking an escapement shaft. **The Junction Mining Company and the Black Diamond Coal Mining and Tile Company, both of Springfield, are driving entries from each side with a view to making underground connection between the two mines for additional escape ways.**

Fatal Accidents.—John French, a machine helper, aged 31 years, was killed July 9, 1897, in the Hornsby mine. The machine runner was cutting in the corner of a room; a piece of coal had been left up from the last shot; the coal fell. French, it appears, had a pick in his hand; he had jumped back when the coal fell, but falling beneath it, the pick stuck in his forehead and killed him.

William Schulze, a driver, aged 20 years, was killed October 22, 1897, in the Sangamon Coal Co.'s mine. He was going in with an empty trip; there were some iron rails on top of the cars. It appears that the front ends of the rails had projected beyond the side of the front car, the one he was riding on. The ends of the rails caught some props on the side of the entry and knocked them out. Slate fell and caught him.

Geo. Moore, a miner, aged 20 years, was killed January 6, 1898, in the Carlinville Coal Co.'s mine. He was working at the face of a room. The roof of the room being of a treacherous nature, soft and full of slips, a piece of clod fell and caught him.

Charles Hyatt, a laborer, aged 17 years, was injured January 20, 1898, by a premature blast, from which he died February 3, 1898. Hyatt was working with Peter Brown, a practical miner in the Chicago-Virden Coal Co.'s mine at Auburn. It appears Brown had allowed the boy, Hyatt, to charge a hole; the boy had got a certain quantity of powder in the hole, which, from some cause, exploded, burning Hyatt, also Peter Brown and his two sons, John and James.

Paul Gloekner, a laborer, aged 20 years, was killed May 5, 1898, at the Consolidated Coal Co.'s mine No. 8, at Mount Olive, by a passenger train on the Wabash railroad. He was employed with a team to pull out a wire rope to attach to the empty cars in order to pull them to the screens. It appears he had pulled the rope out to the empty cars and had unhitched his team from the rope, when, in turning his team, the horses got on the main track of the Wabash railroad. A train running east struck the horses, throwing them upon the driver, who was instantly killed.

Respectfully submitted,

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ALTON, ILL.

Fatal Casualties—Fifth District—1898.

Date.	Name.	Age.	Occupation.	Residence.	Married.	Widow.	Children.	Single.	Depend'nts	Cause of Accident.
1897.										
July 9	John French.....	31	Mach. help'r	Hornsby.....					1	Pick striking head...
Oct. 22	Wm. Schultze.....	20	Driver.....	Springfield..					1	Falling slate.....
1898.										
Jan. 6	Geo. Moore.....	20	Miner.....	Carlinville..					1	Falling clod.....
Feb. 3	Chas. Hyatt.....	17	Laborer.....	Auburn.....					1	Premature blast.....
May 5	Paul Gloekner.....	20	"	Mt. Olive....					1	Passenger train, Wabash R. R.....
	Totals.....								5	

Total fatal casualties—5.

Recapitulation of Fatal Casualties—Fifth District—1898.

Residence.	No.	Occupation.	No.	Nature of Casualty	No.	Colliery.	No.
Auburn.....	1	Driver.....	1	Falling clod.....	1	Carlinville Coal Co..	1
Carlinville...	1	Laborers.....	2	Falling slate.....	1	Chicago-Virden C. Co.	1
Hornsby.....	1	Mach. helper..	1	Passenger train,	1	Consolidated Coal Co.	2
Mt. Olive....	1	Miner.....	1	Wabash R. R.....	1	Sangamon Coal Co....	1
Springfield..	1			Pick striking head	1		
				Premature blast...	1		
Totals.....	5		5		5		5