

P. D. Stagner has opened a local mine at Stonefort, Saline county.

R. J. Smith & Son have opened a local mine at New Burnside, Johnson county.

The following are the mines in the district which have been abandoned or have not been in operation during the year:

Big Muddy Coal & Iron Co. No. 4 shaft.....	Murphysboro, Jackson county..	Shipping.....
T. L. Bailey shaft.....	Makanda, Jackson county.....	Local.....
Dill & Wallace No. 2 drift.....	New Burnside, Johnson county.....	Local.....
Eldorado Coal Co. slope.....	Brooklyn, Saline county.....	Local.....
Davenport Coal Co. shaft.....	New Castle, Saline county.....	Shipping.....
B. Freels.....	Equality, Callatin county.....	Local.....
Union Coal Coal Co. Excelsior.....	DuQuoin, Perry county.....	Shipping.....
William Barnard.....	Percy, Randolph county.....	Shipping.....
Liddle & Warren.....	Carterville, Williamson county.....	Local.....
Talby & Lawson.....	Fredonia, Williamson county.....	Local.....
William Banwick.....	Absher, Williamson county.....	Local.....

The Superior Coal Company's shaft at DuQuoin, Perry county, has not hoisted any coal during the last year, but is in working order.

Wm. Goyalby & Sons' Shaft No. 2, Percy, Randolph county, has not hoisted any coal during the last year, but is in working order.

*Improvements.*—The Big-Muddy Coal & Iron Co., Murphysboro, Jackson county, Shaft 6, which was sunk to the coal in 1895, has been equipped with the following: Pair of Litchfield hoisting engines, 18x32; the Rand double compressor; four boilers, dimensions 48 inches by 20 feet, and expect to be ready to hoist coal August 1, 1897.

The Murphysboro Big-Muddy Coal Co., at Sato, Jackson county, has renewed the head gear and tippie house at that place.

The Greenwood-Davis Coal Co., at DuQuoin, Perry county, has retimbered its hoisting shaft and also renewed its head gear, tippie house and bins.

The Wm. Goyalby & Sons' Shaft No. 2, at Percy, Randolph county, has enlarged and retimbered its shaft.

*Prospective Mines.*—The Ohio & Mississippi Valley Coal Co., at Marion, Williamson county, is now sinking a shaft two and one half miles north of Marion on the Chicago & Eastern Illinois railroad, 7x16 feet in the clear, to the No. 7 seam, which is 78 feet below the surface and about 9 feet thick.

*Fatal Accidents.*—September 25, 1896, Thomas Harrington, a driver in the Big-Muddy Coal and Coke Co.'s mine at DeSoto, Jackson county, was riding on the front end of a trip of four cars down a slight grade. Seeing a loaded car ahead (that had been lost off of a trip that went out a few minutes before) he jumped down and tried to stop his cars, but finding he could not stop them, he stepped on the side of the entry, where the track is only about 10 inches from the rib. He received injuries from the squeeze between the cars and the rib that proved fatal September 28. The deceased was a married man, 26 years old, and leaves a widow and one child. There was a fault in the roof where the accident occurred, which was the cause of the entry being narrowed up for a distance of twelve feet. It was the only place along the entire length of the entry where such an accident could have occurred, and even on the opposite side of the cars there was room enough for a man to stand while a trip went by.