

by a brick tunnel. The endless-rope system of haulage has been introduced. At the Penwell colliery, Pana, in the under-ground works, several new overcasts have been put in, built of brick and iron, with extended double-track on the haulage roads; another revolving screen has been added to the plant with the view of handling a larger output. In the Springside colliery the steam power has been increased by putting in new boilers; three new overcasts have been put in, and the double-track haulage extended for a distance of about 800 feet. The Taylorville Coal Co. has introduced the Harrison coal-cutting machines into its No. 1 colliery and commenced cutting June 1, 1892. So far the work has only been experimental. A Norwalk air-compressor 26x30 inches has been erected to give air to the machines; two new overcasts have been put in and the double-track haulage has been extended in the under-ground works. At the No. 2, or new shaft, a pair of Litchfield engines 18x32 inches have been put in for hoisting, with suitable boiler power; a very substantial tower and out-housing has been erected. The plant is adapted for a large output. Mining will be done in both shafts by coal-cutting machinery.

The Edinburg Coal Co. has made a number of important improvements in and around its colliery during the year. A new brick engine house, boiler house and blacksmith shop have been built; also a brick stack 5 feet 1 inch by 5 feet 1 inch in the clear, on the inside, and 111 feet high; two new cylinder boilers have been put in, each 42 inches by 26 feet. This company has also put in five of the Sargent-Ingersoll coal-cutting machines and compressors and a Howell air-drill; the under-ground works have been considerably improved by erecting overcasts and the splitting of the air-currents. This plant has been sold to the Chicago & St. Louis Electric Railroad Company, who will erect a large power station near the shaft, put in powerful engines, steam-power, and generators to give the necessary electric-power for the southern division of the electric railroad.

In Macoupin county, the Consolidated Coal Company in the No. 6 colliery, Staunton, the main haulage roads in the mine have been properly graded, necessitating at some points a cut of 5 feet; the improved shaking screens have been put in, with new tower and out-housing; in the No. 7 colliery the main haulage roads have all been made double track, which will largely increase the output; in the No. 8 colliery, Mount Olive, the main haulage roads have been reduced to a proper grade, necessitating a maximum cut of 3 feet; in the No. 10 colliery several thousand feet of double track have been put in, and all the tracks brought to a proper grade for the purpose of increasing the output of this colliery; in the Gillespie colliery 175 feet of brick arching has been put in to dispense with the timber, and secure one of the main air-courses; the tracks have all been properly graded and retimbered with a view of putting in mechanical haulage; at the St. Barnard colliery, Clyde, new out-housing has been erected and shaking screens put in.

At the Mount Olive Coal Company's mine, new overcasts have been put in, the double track extended in the haulage roads, and the tracks around