

that over \$100,000 was spent in sinking this shaft. The management of the underground works, at the time of abandonment, was under Samuel Ainsworth, who is at present sinking the Taylorville shaft, and who furnished a plat of the mine when abandoned. The said plat was filed in the circuit clerk's office, at Charleston, Coles county. The company sunk a new shaft down to a depth of about 300 feet, intended to be used as an escapement; this shaft is still standing in good shape, but the engines, boilers, etc., at the old shaft have been sold, and have been removed to a mine near Du-Quoin, Ill.

The Consolidated Coal Company of St. Louis abandoned the Anchor Mine, near Mount Olive, and the Confidence Mine, near Collinsville, during the year; and Carlinville No. 1 will be used as an escapement shaft.

Two small mines at North Alton have been abandoned during the year—the Baker Bros. (horse power) and John Pearce's slope.

One small mine has been abandoned at Bethalto—Peter Meyers (horse power.)

A small mine operated by Wm. Parker, two miles south-west of Jacksonville, (horse power) has also been given up.

A drift operated by John Stewart, in Scott county, near Winchester, has been worked out and abandoned.

A drift at Fancher, Shelby county, operated by Andy Wade, has been worked out and abandoned.

NEW SHAFTS BEING SUNK.

The Taylorville Coal Company is sinking a new shaft at Taylorville, located at the intersection of the Wabash Railway and the Ohio and Mississippi Railroad; the shaft is proving a very expensive undertaking, as large bodies of water and quicksand have been encountered; the opening is now down about 200 feet with most of the water puddled back; 12x12 timbers are used for the outside curbing, with an 8-inch puddle wall, and 10-inch timbers inside. It is the intention of the company to make this one of the best shafts in the State. The coal has been proved by the diamond drill, and is about 7 feet thick, at a depth of 450 feet.

A new shaft is being sunk by the Kitchell-Penwall Coal Company, at Pana, Christian county, which is now down about 250 feet, being very substantially curbed with 12x12 timbers. This shaft will strike No. 6 seam, the Pana coal running about 7 feet in thickness. The shaft will be in the neighborhood of 750 feet in depth, and it is the intention of the company to make the plant first class in every respect. The shaft is sunk of very large size for the purpose of hoisting a mine car holding two tons of net lump coal. A pair of large coupled engines will be erected (24x48) from special designs, by H. H. Beach, mechanical engineer. The engines, boilers, cages, head sheaves, ballanced dumps, etc., will be manufactured at the Litchfield Car and Machine Works. The engines will be the largest in the State. The sinking is progressing very fast. Ingersoll percussion drills, worked by

compressed air, are used in drilling the holes in the sinking shaft. This shaft is located on the Illinois Central Railroad, about one-quarter of a mile south of the Union Depot at Pana.

The Coffeen Coal Co. is sinking a new shaft at Coffeen, Montgomery county, on the St. Louis, Kansas City and Toledo Railroad; the company expects to get the Hillsboro coal at a depth of 500 feet.

The Assumption Coal Co. is sinking a new shaft at Assumption, Christian county, on the Illinois Central Railroad; the shaft is now down about 250 feet; the company expects to get the Pana coal.

A new shaft has been sunk at Charleston, Coles county. By borings made some years ago, it was said a paying seam of coal would be found at a depth of 450 feet; the shaft was sunk by James P. Cummings to that point, but coal in paying quantity has not been found. The sinking is now stopped, and the sinking plant for sale.

The relations between operators and miners have generally been very pleasant, during the year. A stoppage of about two months' duration occurred at the beginning of the fiscal year, as regards the district price, but was finally settled by the officers of the Miners' Protective Association in Sangamon county.

The output shows a gain of 286,249 tons over the year 1887. The coal trade was very brisk in the district during the winter months, and the selling price very satisfactory to the operators. Since the organization of the Consolidated Coal Company of St. Louis, a paying selling price has been better maintained and kept uniform during both the summer and winter months in the St. Louis market.

Macoupin county shows a gain of 90,036 tons over last year,—getting back, more nearly, to her usual standard, the output being 1,016,624 tons. Madison county has a slight falling off from last year, and it seems she is not likely to get back to her old time standard, as five of her largest mines, owned by the Consolidated Coal Company, have not been operated during the year, viz: the Collinsville, Lumaghi, Canteen, Worden No. 11, and McDonald shaft at Worden. Macon county shows a large gain—162,622 tons,—mainly in the City Coal Co.'s shaft at Niantic. Sangamon county maintains her usual standard, giving 764,970 tons for the year. The outlook is for a larger output in the three large mining counties of the district—Madison, Macoupin and Sangamon—as new mines have been opened in Sangamon, and improved machinery and facilities for handling the coal, in the other counties, will improve their output. The older mines are being abandoned, and the newer ones worked in a more thorough and systematized manner,—everything being done with a better system of mining, with a view of a larger output, the coal-mining plant being more centralized, so that larger quantities can be hoisted out of one shaft.

Respectfully Submitted,

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