

Perry Jumps, who operated it until April 20, 1898, when it was found unprofitable and abandoned.

A small mine situated near East Peoria, in Tazewell county, and operated by Samuel Becker for local trade, was abandoned early in the spring of 1898.

Mine No. 4 at Tilton, in Vermilion county, which was owned by the Consolidated Coal Company, became inundated with water during the excessive wet weather last spring. A strenuous and persistent effort was made to free the mine of water, so that it might be continued in operation. After the expenditure of a good deal of time and a large amount of money the water was removed, but it was found that from three to four feet of sediment had collected on the floor of the mine throughout the whole interior, which would require a vast sum of money to clean up, and, as the mine was about worked out any way, it was deemed best to abandon it. The miners' tools and a large amount of "T" iron track were lost.

*Escapement Shafts.*—The Little Coal and Commission Company, which operates a mine near Wesley, in Tazewell county, has sunk an escape shaft 110 feet in depth, which is connected with the hoisting shaft and is equipped with stairs, as required by law. All the miners enter and leave the mine through the escape shaft.

The East Peoria Coal Co. has completed its escape shaft and greatly improved the ventilation by discarding the furnace and placing a twelve-foot fan over the air shaft.

Messrs. Doering & Bort, who operate a small mine for local purposes at East Peoria, after considerable difficulty, have completed their escape shaft.

E. C. Sloan, lessee of a new mine at Hawley's station, four miles south of Pekin, has sunk a new escape shaft 100 feet in depth, and otherwise improved the mine by placing automatic gates over the shaft at the top landing, putting bonnets on the top of the cages, also safety catches to the same, and putting a brake upon the drum.

The Brookside Coal Co. has connected the new No. 2 mine at Grape Creek with their escape shaft. This mine is ventilated with a small fan located inside the mine and operated by electricity, which produces a good current of air for the size of the fan, but will be found insufficient after the mine is more fully developed.

The Kellyville Coal Co. has placed the necessary hoisting machinery over the escape shaft at the No. 3 mine, at Westville, so that the workmen can be taken out there should it become necessary to do so.

Alfred C. Blake, who operates a small mine at East Peoria, has put steps in his escape shaft as required by law; also put bonnets and safety catches on the cages.

The Himrod Coal Company, which operates one of the largest and best equipped mines in the State, is now engaged in sinking a new escape shaft, which, when completed, will be the largest in the State, being 10x17 feet in the clear, divided into two compartments, one of which will be 10 feet square and will be used for an air shaft. A thirty-foot fan will be placed over this

compartment to produce the ventilation. The other compartment will be equipped with the necessary hoisting machinery and will be used solely for the escape of men in times of danger.

Millard Bros., of Peoria, have reopened the old slope at Wesley City, which has been idle for several years. The product of this mine is loaded on the Peoria & Pekin Union cars and shipped to Peoria and the northwest.

*Old Mine Reopened.*—A corporation known as the Illinois Coal Mining Company began operations in December, 1897, to reopen the old cooperative coal mine, situated one mile west of the Union depot in Bloomington. Several years ago a company of miners sunk the shaft to seam No. 6 of the geological section, finding that seam at a depth of 300 feet. It is nearly four feet thick, but of an inferior quality, and is overlaid with a poor roof. The enterprise proved unprofitable, and after a short period of operation the plant was abandoned and has remained so for twelve years. The present parties, in attempting to reopen the mine, encountered a great deal of difficulty, as a large amount of the curbing had become broken, letting the sides of the shaft cave in badly, which rendered it a dangerous as well as a costly undertaking. On May 1, 1898, they finally reached seam No. 5, which is 85 feet deeper than the one formerly worked. The coal is of superior quality and is overlaid with a splendid black slate roof. It is being opened on the long-wall system, for which it is admirably adapted, and, in the meantime, sinking will be continued to the seam still below the present one. The shaft will then have a depth of 540 feet and will have two workable seams of coal; the upper is four feet thick and the lower one three feet. Both seams will be developed at the same time. A splendid tower has been erected, which is designed to handle a large output, and is equipped with a pair of direct-acting engines, 18x36 inches, coupled to an 8-foot drum. Steam is generated by two two-flue boilers of a large pattern. Railroad facilities are had by a switch leading to the Big Four Railroad. A spur could be easily had from the Kansas City division of the C. & A. R. R., as the mine lies half way between that road and the Big Four. Mr. John Marland, an old and experienced manager, who owns stock in the mine, is the superintendent. The machinery was built in Danville and gives splendid satisfaction.

*Fatal Accidents.*—There have been 19 fatal accidents in this district during the past year, and following is a detailed account of each:

August 11, 1897, LaFayette Taylor, a miner, single, aged 20 years, employed by the Cass County Coal Company, Virginia, was killed while engaged in cleaning an entry near the bottom of the shaft. A large fall of roof caught him, breaking his neck and back. This mine had been shut down about nine months. The deceased was engaged in opening it up.

August 23, 1897, Christian Chittick, top-man, married, aged 53 years, employed by the Cass County Coal Company, Virginia, fell down the shaft and was instantly killed. The deceased pushed an empty car to the shaft and followed it through the gate; the car caught on the top of the guides and hung there; afterwards he came from the dump, going to the wrong side of