

A new shaft is being sunk at Worden, Madison county. When visiting there during the end of the fiscal year, the shaft was down about 170 feet; as the depth of coal from surface is about 300 feet, it is not expected that coal will be hoisted before the beginning of next year. The name of the operator is the Kerens & Donniewald Coal Co. The parties interested reside in St. Louis.

The Lake Coal Company, of Belleville, which was made up of miners who worked a mine on the co-operative plan, has reorganized, or a new company has been formed, taking in some St. Louis capitalists, the name under which organized is The Beck-Walker Coal Co. The company has sunk a new shaft and is now working on the escapement shaft. The size of main is 7x14 feet and 5 inches in the clear, the capacity of the pit-cars is two tons. The top works are being fitted up with all the modern and latest improvements in machinery; a pair of first-class Litchfield engines and four boilers are all in place. The engine and boiler rooms, together with the blacksmith and carpenter shops, are all built of brick. The tippie, although a wooden structure, is one of the most complete and finest in St. Clair county. The upright timbers are resting on foundations of concrete, the back stays are fitted up so that the resistance due to the pull is in a great measure taken off the uprights, making it a substantial building without being cumbersome. Self-dumping cages of the latest type, have been put in; also a shaker screen, the first of its kind. The Ingersoll mining machine is being installed. The intention of the company is to make the mine one of the best, so that it can handle 2,000 tons per day without trouble. It is understood that the mining engineer, Hugh Murray, who made the plans and superintended the work, had the shaker screen made at the mine, and has applied for a patent for the same.

It was mentioned in the report of this district last year that Donk Bros. Coal and Coke Company, of Belleville, had commenced operating a shaft near Collinsville, Madison county. The size of this shaft is 9x18 feet, and the depth 135 feet to the top of the coal. It is divided into three compartments as follows: Seven feet ten inches by nine feet being the size of the two main compartments, and a third compartment which is nine feet by fifteen inches. The height of the tippie from the ground to the center of the sheaves is fifty-six feet. For hoisting and handling the coal a first class pair of Litchfield engines is used, 18x32 inches, with a seven foot drum. The cages are self-dumping, of the Bond type. The shaker screen makes three grades of coal—lump, nut, pea or slack, and a track is used for the refuse. The power consists of six seventy-two inch by twenty foot boilers, having eighteen six-inch flues, erected in three batteries. The pumps required are Hooker No. 10 and Cameron No. 12.

The electrical equipment, which is first class in every particular, consists of a St. Louis Corlis engine 16x36 inches, running at a speed of eighty revolutions per minute, belted to a 100 K. W. link belt, a multipolar generator, being 400 amperes at 250 volts; a switchboard of double marble slabs, and all arrangements for instruments for a duplicate power unit.

At present there are four mining machines of different types; a Link-Belt, Morgan-Gardner, Jeffrey and Sullivan. The Sullivan is the most successful where the roof is bad, as it requires less room at the face, and the cutting made by it is only five feet deep, while the others cut seven feet.

The escapement shaft is 8x16 feet, in two compartments, a good substantial stairway is built in one, and the other is used for ventilation. The fan is 20 feet in diameter, driven by an engine 14x18 inches. The quantity of air found passing per minute was 65,000 cubic feet, the speed of the fan being fifty revolutions per minute.

The buildings are all built of pressed brick, and in such manner as to give the works a handsome appearance, the intention being to make the mine and top works the best in the State. The same company has extended its railroad track to Troy, in Madison county, and commenced operations near that place. The main and escapement shafts have been sunk, and it is intended to equip them after the manner described at the Collinsville mine. The company has commenced to sink the third shaft about two miles south of Troy. These shafts will make the company one of the largest producers of coal in southern Illinois.

George Hippard, in company with Mr. Gundlack, of Belleville, are sinking a shaft about one mile west of the Hippard Coal Company's mine. Another shaft is being sunk in Dutch Hollow, near Belleville. The parties sinking this mine are residents of St. Louis.

It is noticeable that all these operators are making arrangements to handle large outputs of coal, as all are putting in modern machinery; self-dumping cages, shaking screens and first class hoisting engines. They are also putting down large escapement shafts and erecting larger fans and working the mines on the best system. The mines in St. Clair county are nearly all of small capacity, ranging from 100 to 500 tons per day. If changes are made with the same rapidity as they have been during the past year, it will completely change the facilities for handling, and the making of a superior marketable coal.

*Fatal Accidents.*—September 23, 1899, William Probst, top laborer, aged 64 years, married, employed at the Glendale Coal Company's mine No. 1, Belleville, was crushed between a railroad car and one of the upright timbers of a screen. He died from the injury received October 6, 1899, and leaves a widow and one child.

September 25, 1899, Peter Tiedman, miner, aged 59 years, married, was killed at the Hippard Coal Company's mine, Belleville. After firing a shot he went back to see the result, when he was caught by falling slate, killing him instantly. He leaves a widow and three children.

November 25, 1899, James Adair, driver, aged 45 years, married, employed at the Bennet mine of the Lebanon Coal and Mining Association, was killed, it is supposed by being run over by pit cars. After he had finished his day's work, he was seen by other workmen leaving the inside works with his mule and two empty cars, going toward the shaft bottom. It was noticed that the mule came to the first stopping place without a driver. Two miners who had finished their day's work and were on their way out, found deceased on the road, dead. He was doubled up, and had a large cut on the back of his head. Just how the accident happened is not positively known. He leaves a widow and three children.

January 12, 1900, Jacob Opplinger, top laborer, aged 49 years, married, employed at the Consolidated Coal Company's mine, at Trenton, was killed by being run over by a railroad car. He was trying to put a block in front of a loaded car, which was being taken out from the screen to make room for