LACK CARS HOLDS UTAH COAL OUTPUT TO 80 PER CENT

COUNTRY AS WHOLE KEEPS BIG PRODUCTION.

Price Fluctuations, Labor Troubles, Lack of Market and All Minor Causes Have Small Effect, Big Disturbing Feature Being Lack of Transportation—Oil Substitution.

Correspondence The Sun.

WASHINGTON, D. C., Nov. 16.—Production of soft coal during the first week of November proved to be larger than had been anticipated in view of the occurrence of election day and All Saints' Day within the same week. The total output (including lignite and coal coked at the mine) is estimated at 11,355,000 net tons, a decrease when compared with the preceding week, of 1,063,000 tons, or 9.4 per cent. The decrease occurred on the first two days. In spite of the decrease, the output was larger than in the corresponding week of any of the last four years. The average daily production was 1,803,000 tons.

Preliminary reports indicate a heavy production during the present week (November 8 to 13). Loadings on Monday and Tuesday were 4 per cent greater than on the corresponding days of the last week of October, during which week 12,418,000 tons were produced. The year 1920 is thus about six and two-thirds million tons behind 1917, and a little more than forty and two-thirds million tons behind 1918, but is fifty-nine million tons ahead of 1919. In this connection it should be remembered that production during 1918 exceeded consumption and provided for a net addition to consumers' stocks by the end of the year of approximately 30,000,000 tons. In 1919 the condition was reversed, consumption exceeded production and there was a net draft on stocks of perhaps 40,000,000 tons for the year. In 1917 there was no great change in stocks.

Anthracite production fell off even more sharply than did that of bituminous coal, during the first week of November. The total output is estimated at 1,200,000 net tons, or only 72 per cent of the rate during the third week of October, the latest fulltime week. The slump was caused almost entirely by the observance of All Saints' Day and election day as holidays.

The last week of October was marked by a production of 12,418,000 tons, the maximum attained in any week since the great coal strike of November, 1919. The car supply continued to improve and labor losses to recede slowly. The demand was active enough to absorb practically all the coal offered. Yet in spite of these favorable conditions, the mines were far from attaining fulltime operation. It is a familiar fact that the bituminous industry in the United States, considered as a whole, is over developed and over manned. This condition has been aggravated by the high spot prices which have prevailed in recent months, which have led to many new developments and expansion of existing undertakings. At present, if the mines reporting to the geological survey are representative of the total, the average mine is operating at less than 70 per cent of fulltime. Chief among the causes restricting production at the moment is transportation, followed in order of importance by labor shortage, strikes, and mine disability.

Labor disturbances over the country as a whole continued slowly to diminish in importance. The average loss attributed to labor shortage and strikes amounted to 6.9 per cent. There has been a steady reduction in losses ascribed to labor since the first week in October. In the East labor disturbances of significant proportions were confined to Section C of Central Pennsylvania, Eastern Ohio, and the Alabama and Kenova-Thacker fields. Losses ascribed to labor in the Pittsburg No. 8 and adjacent fields increased slightly, from 7.0 to 12.3 per cent. In Alabama, on the other hand, the loss attributed to labor is growing constantly smaller. With a nearly perfect car supply the one hundred and forty-three mines reporting from Alabama produced during the week of October 30th a total of 276,944 tons out of a present capacity of 353,000 tons. The labor loss amounted to 18.7 per cent of fulltime, as against 21.1 per cent during the preceding week. Operators in the Kenova-Thacker field reported little change in the long-drawn-out struggle over the unionization of that field. There was a slight increase in the production and in the average operating time, but the tonnage closed down on account of labor disturbances was nearly half of the capacity of the district. In the Western fields a reduction of losses due to labor was reported from Kansas, Missouri, and Arkansas. The largest strike in the West occurred in the lignite fields of Colorado, where all but three mines were closed down during the last half of the week. The tonnage lost on account of strikes in the state was approximately 15,031 tons, or 7.8 per cent of the present capacity. The strike was thus less than half as important in affecting production as was shortage of cars, to which an average loss of 16.0 per cent was attributed.

The demand for coal appears less active, as indicated by reports of widespread reduction in spot prices which are current in the trade. So far as indicated by the operating reports submitted to the geological survey, however, the demand is still ample to absorb the coal offered for sale. During the week of October 30th reports of time lost for lack of orders were received from only five mines. The only cases east of the Mississippi were a little mine in Southern Ohio, which reported a loss of two hours' time, and another property in the Panhandle district of West Virginia, which was closed down for ten hours. West of the Mississippi no market losses were reported from Iowa, but amounted to less than 1 per cent of the capacity of that state. In the Northwestern States a loss amounting to 1.1 per cent of the capacity reporting was indicated. On the average over the country, however, no market remained a negligible source of loss.

Continued slow improvement marked the car supply, particularly in the Northern Appalachian region. The loss ascribed to transportation declined slightly, from 20.8 to 20.6 per cent of fulltime. Among the districts to report improvement were Indiana, Ohio (both Southern and Northern) Northwestern Pennsylvania, Westmoreland county, the Panhandle of West Virginia, the Cumberland-Piedmont, and the Kenova-Thacker fields, and the Southern Appalachian district. In the Pittsburg district, Somerset county, Pennsylvania, and much of Southern West Virginia and Eastern Kentucky the car supply changed for the worse.

West of the Mississippi the car supply was generally satisfactory, except in Utah and Colorado, where transportation losses of 20.1 and 16.0 per cent, respectively, were reported.

The production of beehive coke, during the week ended November 6th, shows a decrease of 34,000 tons, or 8.1 per cent, from the revised figure for the preceding week. The total for the week is estimated at 388,000 net tons. With the exception of Alabama, Tennessee, and Georgia, where no change was reported, the decrease was general in all the producing districts. The decline was most pronounced in Pennsylvania and Ohio. The Connellsville Courier shows the production in the Connellsville region as having decreased from 224,295 to 201,950 tons. Cumulative production for 1920 has now reached a total of 18,976,000 tons, an increase of over a million and a half tons over the 1919 figure, 16,574,000 tons.

A further decrease marked the dumping of bituminous coal at Lake Erie ports during the week ended November 6th. The total dumped, as reported by the Ore and Coal Exchange, was 840,726 tons, of which 807,594 tons were cargo coal and 42,132 tons were for vessel fuel. This is the smallest amount recorded since the week ended August 7th, when the dumpings reported were 832,701 tons, and is a decrease of 231,549 tons compared to the week of October 30th. In spite of the decrease, the tonnage handled was equal to that in the corresponding week of 1918 and exceeded both 1917 and 1919. The cumulative lake movement from the opening of the season now stands at 20,893,000 net tons. The year 1920 is thus about four and a quarter million tons behind 1917, seven and a quarter million behind 1918, but is little more than a million tons behind 1919. October receipts at Duluth-Superior harbor were the largest of the year for both anthracite and bituminous coal. The records of the United States engineer office show a total of 1,556,000 tons of soft coal, and 276,000 tons of anthracite unloaded during the month. Cumulative receipts of bituminous coal were 34 per cent short of 1918, and 16 per cent behind 1919. Anthracite receipts, on the contrary, were practically up to 1919, and even ahead of the figure for 1918 when anthracite shipments to the Northwest were limited by the fuel administration.

The distribution of the cargo coal actually handled at Lake Erie during the season of 1920 up to the end of October, has not departed greatly from normal as indicated by past years. According to the Ore and Coal Exchange, of the 19,091,000 tons forwarded, 27.6 per cent went to Canada as against 21.5 per cent in 1919, and 23.0 per cent in 1918. Canada has thus received a larger proportion than normal of the cargo coal moving, though the total tonnage shipped to Canadian destinations has been 11 per cent less than in 1918. Of the coal forwarded to American ports the proportion going to Lake Superior has decreased slightly, while shipments to Lower River points have increased both relatively and in terms of tons.

Reports from the Tidewater Bituminous Coal Statistical bureau to the geological survey show that 1,198,000 net tons of bituminous coal were handled at the tidewater piers during the week ended November 7th. This was a decrease of 39,000 tons from the figure for the preceding week. Shipments to New England showed an increase of 61,000 tons, while exports fell off 128,000 tons. Tidewater shipments continued in volume during the month of October, and a new record of 5,736,000 net tons dumped was established. The increase went to meet the foreign demand for coal. While shipments to New England decreased 209,000 net tons, and the tonnage for other purposes—bunker, inside capes, and other tonnage—decreased 21,000 tons, exports from the five North Atlantic ports increased 579,000 tons.

A further decrease is noted in the all-rail movement to New England. During the first week of November 4757 cars were forwarded through the five rail gateways at Harlem River, Maybrook, Albany, Rotterdam, and Mechanicville. Compared with the preceding week this was a decrease of ninety-seven cars, or a trifle less than 2 per cent. No comparison may well be made with the figures for the corresponding week of 1919 because they were extremely low as a result of the strike.

With total production during the week ended October 30th amounting to 12,418,000 tons, a new maximum for the year, it was to be expected that the output in the Northern and Middle Appalachian region would prove to be large. Estimates by the geological survey based on final reports of cars loaded submitted to the American Railroad association, place the output in that region at 7,350,000 tons, an increase of 125,000 tons over the preceding week.

Interesting conclusions as to the extent to which fuel oil has been substituted for coal by industrial and electric utility plants are to be drawn from a study of stocks and consumption recently completed by the geological survey in co-operation with the United States Bituminous Coal commission. The purpose of the survey was to ascertain the extent of consumers' stocks as an item in the requirements for necessary production during the summer of 1920. A detailed stock report may be had upon application to the director of the geological survey. The questions concerning stocks were so phrased as to disclose the substitution of fuel oil for coal if the plant had made the change between April 1, 1919, and March 1, 1920. The inquiry was addressed to representative consumers selected at random and scattered throughout the country. The replies therefore would indicate where the change from coal to fuel oil had been most common, and would give an approximate idea of the extent of the change.

Reports were received from three hundred and seventeen electric utility plants which consumed about half of the total required by electric plants as a group. Of this number it was found that nine had changed over from coal to fuel oil. The quantity of coal displaced was 43,050 tons per quarter, or about 1 per cent of the quarterly consumption of the plants canvassed. Of the 2347 industrial plants canvassed, it was found that sixty-nine had substituted fuel oil for coal. The proportion of the total coal consumption of this group of plants displaced by fuel oil was again small, amounting to 1.1 per cent.

These facts indicate that over the country as a whole the competition of fuel oil during the period of low prices of crude following the armistice, was not of serious proportions. On the average for all consumers the amount of coal displaced appears to have been considerably less than 1 per cent of the normal demand.

In certain localities, however, the competition of fuel oil was much more effective. Regions close to the great producing oil fields, and particularly the coastal belt along the Atlantic and the Gulf of Mexico, felt the competition of fuel oil keenly. In the interior of the country, away from the coast and the producing oil fields, the quantity of coal displaced by oil was negligible.

TEACH GIRLS AND TEACHERS BOXING SAME AS BOYS

Chicago, Nov. 14.—Girl pupils and teachers, as well as the boys, should be taught boxing in the public schools, William L. Bodine, honorary president of the National League of Compulsory Education, said at the opening session of its annual meeting. Bodine said boxing would bring a better relation between teachers and pupil by interesting them in the same thing and urged it for girls as a health measure.

UNITED STATES MINER LEADS IN EFFICIENCY

An examination of the available, and in most instances official, sources of information for the principal coal mining countries shows that the largest production per man during any year was 1134 short tons, the average production for each underground employe in the coal mines of the United States during 1918. The closest competitor of this country was New South Wales, where each underground worker in 1918 produced 814 tons. British Columbia ranked third with 790 tons and Nova Scotia was fourth with 718 tons. The smallest individual output for recent years was that of Japan in 1917, where an average of 155 tons was mined by the underground employes, although in 1919 India showed an average of only 122 tons, the latter figure being the smallest during any year for the countries under consideration. During the eighteen-year period New South Wales and Nova Scotia have each averaged practically the same amount (718 and 715 tons, respectively). The individual output for Great Britain was until 1910 above that of Prussia, but in 1911 Prussia passed the British record and has maintained the lead since that time. France has shown but little change in the miner's yearly production, averaging 302 tons prior to the

(Continued on Page Eight)

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NOTICE FOR PUBLICATION—Department of the Interior. United States Land Office at Salt Lake City, Utah, Oct. 20, 1920. Notice is hereby given that William Edward Jones of Wellington, Utah, who, on November 8, 1915, made Homestead Entry No. 016394, for Lots 1, 2, 3, SE¼NE¼, Sec. 1, Twp. 15 South, Range 10 East, Salt Lake meridian, has filed notice of intention to make three-year proof to establish claim to the land above described, before the clerk of the district court at Price, Utah, on the 15th day of December, 1920. Claimant names as witnesses Lee Jensen, Mer Pierce, Sam Stimson and John Homps, all of Wellington, Utah. GOULD B. BLAKELEY, Register.
First pub., Nov. 5; last Dec. 3, 1920.

NOTICE OF SALE—WELLINGTON Canal Company (a Corporation). Location of Principal Place of Business, Wellington, Carbon County, Utah—Notice! There are delinquent upon stock of said Wellington Canal company, on account of assessment levied on the 27th day of September, 1920, the amounts set opposite the names of the respective shareholders as follows:

Name.	Amount.
G. B. Milner	$ 21.09
Peter Liddell	13.65
Thomas Jones	1.01
S. H. Grundvig	7.10
Frim Worley	11.25
Orange Tidwell	22.07
W. A. Thayn	95.61
O. A. Tidwell	44.03
Nels Nelson	11.75
F. F. Fisk	$71.29
J. C. Vance	18.05
S. A. Golding	28.40
John H. Rumjue	20.00
J. R. Tidwell	10.65
Hop Jones & Bros	22.10
Ernest Branch	40.45
Marion G. Golding	20.00
Ray Branch	16.87
Seth W. Marshall	15.15
Charley Wyman	23.75
David A. Thayn	42.50
Roy Tidwell	8.00
W. H. Tidwell	20.00
Esther Tidwell	27.50
Early Oman	22.05
John A. Smith	15.95
E. E. Draper	24.59
Earl Oman	22.95
E. H. Thayn	91.59

And, in accordance with law and an order of the board of directors made on the 24th day of September, 1920, so many shares of each parcel of such stock as may be necessary will be sold at the Ward House, Wellington, Carbon county, Utah, on the 29th day of November, 1920, at the hour of 4 o'clock p. m., to pay delinquent assessments thereon, together with costs of advertising and expenses of sale. H. A. PINEGAR, Secretary, Wellington, Utah.
First pub., Nov. 5, last Nov. 26, 1920.

When the forest lookout on Tahquitz Peak in the San Jacinto district of California was incapacitated this fall Mrs. Reindorp, wife of the district ranger, donned khaki, loaded blankets and grub on a horse and took over his duties, holding the lookout post for more than a week. This is one of the incidents reported to the United States department of agriculture through the forest service.

Summer furs, however, can be worn right on through the winter with less discomfort.