

MOHAVE COUNTY MINER

OUR MINERAL WEALTH

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STABILIZING COAL MINING

One of the greatest industrial pursuits of the east, middle west and south is coal mining and, like silver, its production and marketing has never been stabilized. During the spring and summer months miners are laid off everywhere and the mining villages almost deserted. Then a demand for coal sets in and the mines are rushed to feverish capacity and the railroads are called upon to furnish hundreds of thousands of cars to carry the products to the various industrial and other centers where demands are greatest. Other lines of traffic are at times side tracked to make way for coal and as a consequence these other lines are either compelled to close down or operate in a small way, creating unrest among the workers and in many instances causes strikes and lockouts.

During the spring and summer months the mines are either compelled to seek other employment or else hang around the coal centers awaiting the starting up of the mines, because these men really know nothing other than coal mining work. One who knows can hardly blame them if when the rush time comes they strike against the intolerable conditions imposed on them. Coal mines should be operated all the year around and the product should be so distributed during the slack times that there will be no railroad congestion with its consequent deterrent influences on other industries during the fall and winter months. Few people realize the peculiar position of the coal producers and the miners. They are worse off than the farmer who has to hire an excess of laborers during the harvest season, because these harvest hands may turn their attention to other employments; but not so with the miner. He has his family at the mines and must persevere until the mines open again, which usually means several months, and this unemployment is the basis of discontent and strikes. The failure to operate the mines steadily has created more unrest in the industrial centers of the east than almost any other one thing and it is to be hoped that congress or the industrial commission will find a way to put the mines on a stable productive basis and give the men all the year employment.

THE NEED FOR CO-OPERATION

Daniel Willard is frequently referred to as "the Jim Hill of the East." Hill, the Empire Builder, and the greatest of Western railroad men, many years ago prophesied that the terminal facilities in great cities would soon be outgrown, and his warnings have proved to be correct. Mr. Willard was a pillar of strength to the United States government when the war made it necessary to pool the interests and facilities of the country's railroads. There have perhaps been few railroad men whose opinions have carried greater weight than his. His testimony before the Interstate Commerce Commission has evoked general approval. It is important, he says, especially in times of car shortage, "that the shippers should load cars as quickly as is economically possible and practicable after they are received. The shipper should also furnish prompt and definite billing instructions, and the instructions so furnished should take the car if possible to its ultimate destination. Much delay is caused by the practice of billing cars subject to order or re-consignment in transit, and numerous other devices that have come about from time to time. All arrangements of this kind serve to retard the movement of cars. All arrangements of this kind are in effect a special privilege aside from the service of transportation, and in times of car shortage such privileges are at the actual expense of those whose business is interfered with because of their inability to ship at all.

"Railroad statistics show that the average car load on all the railroads in the United States is only about 70 per cent of the carrying capacity of the car, and in addition to that about 32 per cent of the total mileage is made with empty equipment," says Mr. Willard. "A great deal can be done towards getting a more effective use of cars by increasing the car load, and this is a matter almost entirely within the control of the shipper, and serious consideration should be given among other things to the revision of minimum car load regulations, to the end that a more effective use be made of all cars.

"It is of course incumbent upon the railroads to do everything that is economically possible and practicable at all times to reduce all delays to a minimum. I need not at this time discuss in detail what the railroads can and ought to do, but I am sure if the carriers and the shippers will all co-operate very great benefit will result therefrom. The extent of the benefit may be indicated somewhat by the fact that an average increased movement of one mile per car per day for all of the cars in the United States, based upon present performance, would in effect add 100,000 cars to the available equipment, and an average increase of one ton per each loaded car would also add in effect 80,000 cars to the available equipment."

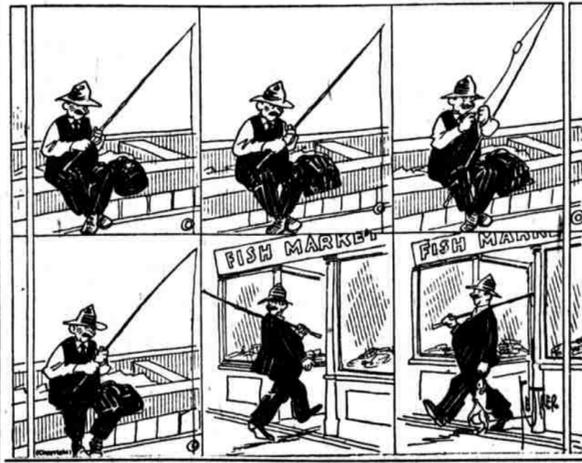
Mr. Willard has pointed out the exact method for getting approximately the service of 180,000 cars out of the present equipment. His suggestion for co-operation should be adopted in all parts of the country, particularly as it is a fact that the shortage of cars is so great that it will be months before it will be possible to secure enough cars and engines to take care of the peak-loads.

Fortunately, under the new transportation act the Interstate Commerce Commission is authorized to deal promptly and effectively with the situation, and in view of the industrial handicap, every possible effort is being put forth to bring the railroad equipment up to the old pre-war standard.

PUBLIC ASSETS AND LIABILITIES

The restriction of banking accommodations and the disposition on the part of the public to rebel against continuing advances in prices of commodities, represents the "movement at the top" to decrease the cost of living. Prices and wages that were created by extraordinary conditions can hardly be expected by sensible people to continue forever, and there has been plenty of evidence that the business interests of the country have been looking for shelter from the threatening storm. Leading shoe manufacturers of St. Louis have announced reductions of 50 cents to \$2 a pair in wholesale prices. Following the demobilization last year a large part of the country stocked up on clothing, so that it is not nec-

The End of a Perfect Day



essary for them to make heavy purchases this year. The result has been that retail dealers throughout the country have been cleaning up their stocks and at the same time withholding orders for large quantities of supplies. Manufacturers have felt this curtailment, and they are proceeding cautiously. It has made an uneasy condition which has been reflected in unprecedented numbers of "bargain sales" in all parts of the country.

The domestic wool market in the United States is off 20 to 30 per cent from their high levels and carpet wools 60 to 75 per cent. Hides and leather have had a heavy decline within the past three months. These are items that come close to the American public.

In the broad field of industry it may be said that the best advices received at Washington indicate that the majority of products needed in the country are still far behind in the sense of manufacturing. Agricultural production is from 15 to 20 per cent below last year, but there will be plenty to eat.

On the whole public assets and liabilities show a healthy and improved normal condition, but the readjustment and redistribution of individual effort and markets, incident to peace times are still going on. The country shows a disposition to get rid of the froth on the top of the industrial bowl. And as it is being blown away a pretty substantial condition in our economic beverage is being found. Evidently we are gradually getting back to our old gait, which was interrupted with a lot of hop, skip and jump for two or three years.

WILL MAKE MAPS FROM AIR

How Canadian Government is Planning to Locate Breeding Places of the Mosquito.

At first glance one wouldn't say that airplanes bore much relation to mosquitoes. But they can be made to, and have been made to, up in the Fraser valley of British Columbia, where there are great areas of low-lying land, undeveloped and ill-drained.

Mosquitoes have become a great pest in this region, seriously reducing milk production. The Dominion government, accordingly, stationed an expert entomologist there last spring to make a survey on which effective control measures could be based.

Here is where the airplane entered. Erle Hearle, the government entomologist, had spent days in slow compilation of his mosquito map, a device to show the location of breeding places.

He had toiled through marshes, and from mountain tops, with glasses, had taken observations. Then he thought of the airplane.

Aerial observations proved to be the ideal method. "In ten minutes aloft," declared the government entomologist, "I made more progress with my map than I had in weeks on the ground."

Mr. Hearle took a big map up with him in the airplane, and as mosquito breeding places were located indicated their position on the map.

British Columbia intends to use hydroplanes to perform another important function. Her forests are the most extensive and valuable in Canada, and they cover an undeveloped empire of thousands of square miles. It is proposed to use a hydroplane patrol system during periods of fire danger.

Hydroplanes are preferred to land machines in order that inland ponds and lakes can be used for landing places.

Quick Action

Last year old Slick was paying court to Miss Smarty.

And this year he is paying her alimony.—Baltimore American.

Home Decoration

"The painter says that before he can redecorate this room he will have to take all the paper off the wall."

"Why not let the baby and puppy play here for the next day or two?"

The Main Thing

"That little waitress has taking ways."

"I wish she had some fetching ones."—Baltimore American.

C. W. Herndon

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