The West Virginian

"THE PAPER THAT GOES HOME."

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THURSDAY EVENING, JANUARY 18, 1917.

GOOD COMMITTEE.

PRESIDENT ROSS of the Chamber of Commerce never made a happier selection of committeemen than he did when he appointed that committee on the proposed industrial high school. The three men he selected, City Commissioner Lehman, C. H. Jenkins, president of the Central West Virginia Coal Operators' association, and Robert T. Cunningham, treasurer of the Monongah Glass company, may not know much about educational matters now, but they possess abundant energy and they will know a lot about it before very long.

Moreover they do know about all there is to know of the industrial situation in the valley and if the proposed addition to the high school facilities of the community is to be worth what it is going to cost it must be planned and conducted upon lines which will permit of the closest possible cooperation between these industries and the schools.

With this committee in charge of the investigation a report may be expected at an early date. And if it is favorable to the project the matter should be taken up by the Chamber without the slightest delay and pushed to a successful conclusion. Anything that helps the industrial situation now is that much added to the momentum of the Fifty in Five movement.

LOOKING AHEAD.

FOR all practical purposes the Republican campaign of 1920 began this week with the meeting in New York of the National committee. Four years is a long time and a vast amount of water will run under the political bridges before the next National tickets are placed in the field, but it is not too early to begin a movement to effect an understanding between the Stalwart and Progressive branches of the Republican party.

The fundamental fault with the Republican campaign of last year was that nothing had been done to clear common ground upon which all the elements that were opposed to the Democratic party with its ruinous tariff policy and inefficiency could unite until the conventions met in Chicago. By that time, as events have since conclusively proved, it was too late. Before the leaders of both the regular Republican and the Progressive parties could form an opinion regarding the tendency of the campaign and the real issues Mr. Hughes had made his visit to the Pacific coast states—and the fat was in the fire.

Circumstances which no one can control and which, in all probability, no one can foresee, will shape the policies of the Republican party in 1920 and determine what kind of a man it will be best to select as a candidate. That is the usual way with the party in opposition. In the mean time congressional elections will come along, and if the get-together work which the National committee has been planning this week is well done this by-election will furnish an excellent opportunity for the Republicans and the Progressives to coalesce into a reunited, militant Republican party.

COAL CAR SITUATION.

MORE people than the coal operators of the Fairmont district will read with deep interest a letter to The West Virginian from D. R. Lawson, secretary of the Central West Virginia Coal Operators' assocaition, which is printed in another column. As an exhibition of sharp practice on the part of one of the greatest American railroad corporations it ought to hold the attention of every citizen who aims to keep posted upon contemporary events.

From time to time in the past remarkable stories about the "elasticity" of the bookkeeping of railroads were told by witnesses brought to the stand in investigations. In the main the accounting in railroad offices is now all that it should be. The Interstate Commerce commission and the various state commissions which have control over the transportation companies have taken care of that. But it is apparent that as long as the car service forces and the bookkeepers can manage to work together in harmony there will not be much danger of the Baltimore and Ohio ever being summoned to show cause why it should not invest more money in coal cars.

That more coal cars are a crying need is apparent to more people than those who have their capital invested in coal mining operations. No better proof of that is required than the reports of coal shortage that are coming from all over the country. Yesterday the situation was so bad in Chicago that the Public Service commission of Illinois made a special appeal to the railroads to do something to relieve the situation.

Judging by the havoc these makeshift German cruisers create when they get started, there would be the dickens and all to pay if Germany were in position to cut loose a fleet of the real articles.

That proposed membership campaign of the Fairmont Business Men's association is in keeping with the spirit of the times in Fairmont and there is not much doubt that it will result in an important increase in the membership of the organization. The larger such an organization is the greater its value to the individual members. Every business man in the city should belong to it in order to get the benefit of the credit bureau if for no other reason. And there are plenty of other reasons.

The general impression is that while J. Horner Davis, who was yesterday nominated for the postmastership at Clarksburg, may be a deserving Democrat, he was not especially in need of that particular job. It probably is a good thing for Major Neely, who sponsored the Davis application, that Harrison county is no longer in the First Congressional district.

It was a happy thought to call that gathering of First Presbyterian Church officers an "efficiency congress." If more churches held efficiency congresses there would be less need for sermons about the decline of the influence of churches.

Now that the Silver Wreath has been returned life is apt to become very dull away out there in the country. But they can always talk about how delightful it is going to be when spring comes.

It is reported that there were at least 63 United States citizens on the ships destroyed and captured by the mysterious German commerce raider. That, however, will cause no international complications, for this is perfectly legitimate cruiser warfare. The surprising success of it as compared with the costly underseas operations ought to point a moral in Germany.

Pennsylvania newspapers seem to think they have discovered the meanest man in an Indiana county fellow who has contributed one dollar to the support of his wife in eight years. They forget that there are in every state parasitic males who permit their wives to support them.

Kanawha county got the lion's share of the House patronage and a roar is going up from the other sections of the state. There is going to be a roar every time a Democratic plum is handed out. It would take the patronage of the Federal government to satisfy the hunger of West Virginia Democrats who think they are entitled to a soft job.

George W. Perkins has turned down the harmony plan proffered by the Republican National Executive committee. That, however, is not as important as it would have been at one time. Perkins and Roosevelt are no longer the whole works of the Progressives.

The House has extended the time for the leak investigation 30 days. That ought to be ample to get all the backstairs gossip of Washington on the record and prepare the way for a clearing of the atmosphere in the national capital.

SHORT AND SNAPPY.

Senator Chilton still refuses to take his medicine, and thus labels himself a tin-horn sport.—Braxton Central.

Mr. Watson is now entitled to remark that the report of his political death was very much exaggerated. —Parkersburg News.

The Ohio state penitentiary has very few red haired convicts. This may indicate that the redheads are exceptionally skillful at keeping from getting caught.—Wheeling News.

Honestly, we cannot understand why our neighbor, The State Journal, keeps up its quarrel with Governor Hatfield. It has been peeved all along because the Governor was too officious; but now it insists on grumbling because he has effaced himself. What on earth ails you, State Journal?—Spencer Times-Record.

The "silent sentinels" picketing the White House, supposed to be aiding on behalf of woman suffrage, are doing the cause much harm rather than good.—Wheeling Telegraph.

A Washington contemporary notes that "Nobody in Congress has been denounced as a Czar in a great many years;" but isn't the Czar now located at the other end of the avenue?—Wheeling Intelligencer.

LETTERS TO THE EDITOR

SOME COAL CAR HISTORY

FAIRMONT, Jan. 17.—[Editor The West Virginian].—In view of the fact that considerable publicity has been given the annual meeting of the Central West Virginia Coal Operators' Association held in Fairmont, W. Va., on the 9th inst. in which the statement was given the public that "the operators in the Fairmont region are well pleased with the distribution of cars that has been obtained for the past several weeks," this association, in justice to the membership feels called upon to answer this statement with the publication of the actual facts as viewed from the standpoint of the coal operator.

The B. & O. have in effect a set of rules governing the distribution of coal cars on the Baltimore and Ohio system. When these rules are lived up to leterally by the officials of the Baltimore and Ohio railroad this association will always co-operate with the railroad to the fullest extent. When there is a technical evasion of these rules, as will be explained in this article, then we believe the public should know all the facts in the case

For the information of those who are unacquainted with the volume of coal business handled by the Baltimore and Ohio railroad the writer of this article makes the statement there are eight coal shipping regions located on their line. Every mine in these eight regions is rated at so many tons per day, this rating being based upon calendar month showing highest average daily shipments during twelve consecutive months ending with the last month for which shipment figures are available. Adjustments of these ratings are made by the Baltimore and Ohio railroad to fit actual conditions as they exist from day to day and for the period commencing August 15th, 1916, and ending December 30th, 1916, the total adjusted ratings of mines on the Baltimore and Ohio system amounted to 15,262,020 tons for which they furnished cars applicable to percentage amounting to 9,812,175 tons, or .6429 per cent of the adjusted rating. The Monongah division of the Baltimore and Ohio railroad comprising the membership of this association, shipped during this period 40 per cent. of the total coal loaded on the entire Baltimore and Ohio system in cars aplicable to percentage. The Fairmont region has also received, in addition to the figures given in the foregoing, a large number of privately owned cars and foreign coal cars sent here for fuel for these foreign railroads which, it is estimated, will bring the Monongah division total up to 55 or 60 per cent. of the total coal loaded on the entire Baltimore and Ohio system. This will give you an idea of the relative importance of the Monongah division coal shipping region on the Baltimore and Ohio railroad.

No argument is necessary to substantiate the fact that each mine is entitled to the same percentage of his adjusted rating as his neighbor receives and following out this line of reasoning on a broader scale each region or district is entitled to the same percentage of its total adjusted rating as all other districts on the Baltimore and Ohio system received. The members of this association are a unit in declaring their belief that it is impossible to give each district their just proportion of care each period without a subsequent adjustment of overages and shortages.

To illustrate; at the close of business September 30th, 1916, the Fairmont region was short 296.1 50-ton cars of their proportion of the cars available. During the subsequent period which ended October 7th, our total rating amounted to 6,178 50-ton cars and we received during this period to apply on this adjusted rating a total of 4,644.8 50-ton cars. According to the records of the Baltimore and Ohio railroad we should have received 4,812.6 50-ton cars in order to bring us up to ou just proportion of the cars available on the entire system. This left us short 167.8 50-ton cars which should have ben made up to us during the period which ended October 14th. However, when we figured up our standing at the end of this period we found an additional shortarge of 396.7 50-ton cars on top of the 167.8 50-ton cars we were short at the close of business October 7th. We confidently expected this shortage of 564.5 50-ton cars to be made up to us during the period which ended October 21st, but when we figured out where we stood at the close of business on this date we found that the total shortage had grown to 1,077.6 50-ton cars. Still hoping this shortage would be made up to us during the last period in October we were amazed to find that the total shortage had grown to 1,339.9 50-ton cars with the close of busines October 31st. During the first period in November the Baltimore and Ohio made up to us 435.9 50-ton cars of this shortage which left us a net shortage of 904 50-ton cars at the close of business November 7th. During the second period in November, from the 8th to the 14th inclusive, when every mine in the region was short of labor on account of the excitement in connection with the national election, the Baltimore and Ohio railroad placed so many cars at the mines in this region that we were unable to load a great many of them the same day they were placed thus enabling the B. & O. to charge this region with cars from which we received no benefit. Rule 11 of Coal Car Distribution Rules permits them to do this, this rule reading as follows: "In case a shipper fails to load cars which he has ordered and which have been placed in time for loading, all cars left over empty or partly loaded cars are considered part of equipment available the following day"

Illustrating; if a mine is rated 500 tons a day and orders and receives his full rating but due to an accident in the mine or shortage of labor on that particular day he loads only 7 cars and has three left over, he is charged with a full run that day and is again charged on the following day with the three cars left over. Thus he is technically charged with 13 cars while he actually receives only 10 cars. This rule materially assisted the Baltimore and Ohio railroad in wiping out the shortage of 904 50-ton cars and at the close of business November 14th the records show we were over 12.5 50-ton cars. At the close of business November 21st a new shortage of 189.4 50-ton cars confronted us which grew to 746.7 50-ton cars at the close of business the following period, November 30th. During the first period in December this shortage was reduced to 351.6 50-ton cars and grew to 514.8 50-ton cars for the period of December 8th to 14th inclusive and was further increased during the third period in December to 532.3 50-ton cars. The last period in December, dating from the 22nd to the 30th inclusive, which includes the Christmas holiday when we were again short of labor, the Baltimore and Ohio again invokes the aid of Rule 11 and succeeds in wiping out the shortage of 532.3 50-ton cars and creating an apparent overage of 316.9 50-ton cars.

In analyzing the figures given in the foregoing the student will notice the Monongah division always runs short during every period except the first one in each month and any other period that happens to have a holiday occur in it. Why is this? In the first place, as well as in all industrial centers, it is a well-known fact that practically all the mines in this region are short of labor during the first period in each month due to the miners laying off a day or two to shop in the stores in Clarksburg, Fairmont and Grafton. Then again, everybody who is in any way familiar with labor is aware of the fact that the foreigner must have at least three or four days to fittingly celebrate Christmas. To the members of this association it seems to be quite a coincidence when the Baltimore and Ohio railroad, during periods when celebrations of this nature occur and by the assistance of Rule 11 in connection with a run of cars in excess of our loading capacity during holiday periods, wipes out a legitimate shortage without giving us the benefit of the cars and then proceeds to create another shortage and [illegible] the operation of a technical evasion of the coal car distribution rules. Can anything be more unfair than the following example of their method of distributing cars? During the second period in November, from the 8th to the 14th inclusive, election week, when we were short of labor we received 4,695.1 50-ton cars. During the third period in November, from the 15th to the 21st, inclusive, when we were in position to load the coal we received 2,462.6 50-ton cars, a difference of 2,232.5 50-ton cars in succeeding periods.

With the foregoing facts at hand do you think "the operators in the Fairmont region are well pleased with the distribution of cars that has been obtained for the past several weeks?"

The Central West Virginia Coal Operators' Association,

D. R. LAWSON,
Secretary.

OUTBURSTS OF EVERETT TRUE

(BY CONDO.)

RUFF STUFF

BY RED.

And we might say while everybody is busy and the click of the typewriters wont give a fellow a chance to think, that the Musings in a certain Fairmont morning paper are a close copy of the N. Y. World.

* * *

Which we read each afternoon before the next day's Times.

* * *

Shovel your snow or pay a fine.—The Mayor.

"Amen to that ses I."

* * *

Coldas-ell.
Mrs. Visconti told us so.

* * *

It causing schooners to disappear makes one a German raider, kindly accept our application to become a raider.

* * *

"Jepson against closing of the schools."

Well, Jepson is just far enough away from Fairmont for his own safety.

* * *

There is not one chance in 30,000 that Jepson will get the disease unless the germ reverses and jumps on old birds instead of helpless youngsters.

* * *

We heard Jepson's argument against the closing of schools, and it was very illogical.

* * *

The B. & O. has put a Pullman on the G. & B.

Poor Pullman.

* * *

Because the judge would not grant the Associated Press a continuation of a hearing, The Times says "Associated Press beaten." That's the only way it's ever beaten—

* * *

And then the A. P. tells the truth, which all Fairmonters know for this reason:

* * *

When H. Thaw cut his throat, several people asked us on the street, "is it true, or did The Times get the bulletin?"

* * *

And naturally we only laffed and said:

"'Tis true, the A. P. carried the story."

* * *

That settled the matter, and of course it proved true.

A Key to the Infinite.

Work touches the keys of endless activity, opens the infinite, and stands awestruck before the immensity of what there is to do.—Phillips Brooks.

BUNNER'S RIDGE.

George Neel was on this ridge one day last week on business.

Mrs. Nora Pride was visiting Mrs. Nancy Carpenter Wednesday of last week.

Hazel Carpenter was on this ridge one day last week.

Will Moran went through town Wednesday last.

Gail Boyce was seen on this ridge Saturday and also Sunday.

Oath Moran was on this ridge Sunday.

Harry Carpenter was calling on his sister, Vesta Satterfield, Saturday and Sunday.

Hank Satterfield was at J. B. Carpenter's Sunday attending to his sick horse.

Joe Fetty was a business caller on this ridge Saturday last.

Otto Keener went through our town Saturday and Sunday.

Mr. and Mrs. Jim Neel were calling on Mr. and Mrs. Elisha Phillips Saturday last.

Mr. Mickens was on this ridge Tuesday.

The protracted meeting is going on at Fairview at this writing.

Jim Neel was on this ridge Tuesday of this week on business.

Mr. Perkins was visiting J. B. Carpenter the first of this week.

Andy Mosgrave was on the Finch end of the ridge Monday.

Hank Satterfield was on the Bunner's end of this ridge Monday.