

UTAH'S MINES OUTPUT MAIN-TAINS HIGH PER CENT.

(Continued From Page Two)

England via tide. Light on the movement from the mines is thrown by the statement furnished by the American Railroad association, summarizing the situation at the end of the first week's operation of the order, that the shortage at end of first week (August 7th) was 1588 cars.

The total initial allotment for New England under the order was 923 cars per day. The movement may thus be said to have been about 1.7 days in arrears at the end of the second week.

Rail Shipments.

The rail movement of bituminous coal to New England increased again during the week ended August 7th. Reports furnished the geological survey by the American Railroad association place the number of cars forwarded to New England destination through the five Hudson River gateways of the Harlem River, Maybrook, Albany, Rotterdam, and Mechanicsville, at 6732. With the single exception of the week of July 24th, when 7033 cars were forwarded, this was the largest of the present year. It was 2099 cars, or 45 per cent greater than the corresponding week of 1919.

Railroad Fuel Stocks.

The railroads consume 28 per cent of the soft coal mined, and normally hold about the same proportion of the total quantity of coal in storage. Railroad fuel stocks from July 1, 1916, to January 1, 1919, ranged during the two and a half years from a minimum of 643,000 tons to a maximum of 13,644,000 tons at the beginning of 1919.

In comparison with these figures the stocks held by the railroads in the first half of 1920 were small. Data furnished the geological survey by the American Railroad association indicate 124 of the principal carriers had on hand on February 29, 1920, in cars and in stock piles, 4,275,348 net tons of coal, and that on May 31st their holdings had decreased to 3,411,348 tons. These figures are probably somewhat short of the total amount of fuel coal held by the railroads, allowing for the small roads not reporting.

Although not strictly comparable with the data for previous years, these figures indicate clearly that railroad fuel stocks on February 29, 1920, were far below those of the years immediately preceding. Yet from February 29th to June 1, 1920, largely as a result of the coalmen's strike, the stocks continued to decline. The decrease has been most pronounced in the Eastern District. While stocks are low in the Southern District they are still about as high as they were from January 1 to July 1, 1917. In the Western District also they are not far below the level of July, 1919, and January, 1917. Furthermore, stocks in the Western District decreased but little from March 1 to June 1, 1920.

Like other Eastern carriers, the New England roads reported stocks far below their customary holdings in the last four years. On February 29, 1920, they had on hand in cars and in stock piles, 365,000 tons, sufficient on the average for about three weeks and two days' operation. Between February 29th and June 1st their stocks declined 30 per cent, reaching on the latter date, 254,000 tons, or about two weeks and three days supply. Depleted stocks of railroad fuel are particularly significant to the general consumer because they point to the probability that the railroads will have to confiscate coal or assign wars freely, measures which necessarily interfere with the regular deliveries of coal to other users.

The New Freight Rates.

A telegram from N. K. Luckwood of San Francisco, general superintendent of the American Railways Express company calls attention to a 12 1/2 per cent increase allowed in interstate rates, effective September 1st and also an increase in milk and cream express rates, to make them equal to the new railroad rates of these commodities. It asks permission to establish similar increased rates within the state of Utah without formal hearing. The state commission, however, has already taken the position that the Utah law demands a public hearing before any increase in rates is allowed.

The hearing of the local lines for increases in rates similar to the big trunk line has been set for today (Friday.) The Utah-Idaho Central obtained permission to bring its case up tomorrow, inasmuch as its attorney already are scheduled to appear before the Idaho commission Thursday.

J. G. McMurray, counsel for the Denver and Rio Grande, telegraphed from Denver, Colo., announcing that the lines in this territory are asking the interstate commerce commission to declare August 25th the effective date for the increased freight rates in this territory, and asking for instructions as to certain proposed procedure.

The first railroad to file its supplementary tariff sheets with the state commission, putting into effect the rate increases allowed by the federal body, was the Southern Pacific.

Increases under this order are all on a percentage basis. On coal from the Carbon county coal fields to Salt Lake City, where the rate is now \$2.10, if the increase is allowed as interstate, the rate will be \$2.62 1/2, an

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advance of 52 1/2 cents, which it is expected will be "passed along" to the consumer.

A Miner's "Stint" of Coal.

From the United States bureau of mines, came an interesting report the other day as to "a miner's yearly and daily output of coal." It included an illuminative chart showing the country's annual and daily coal production per man employed underground. The gist of the report is embodied in the statement that an examination of all available sources of information for the principal coal mining countries of the world shows that the largest production per man during any year was 1134 short tons, which represents the "average production for each underground employee in the coal mines of the United States during the year 1918;" and that the closest competitor of this country was New South Wales, where each underground worker in 1918 produced 814 tons.

Of course, in Utah and adjacent coal mining states where the veins are of generous thickness and digging out the coal is comparatively easy, the output per man should be, and probably is, very much greater than the above average of 1134 short tons per year.

UNIVERSITY SEEKS TO ACCUMULATE MATERIAL.

Berlin has a better collection of Utah material in its museum than has any Utah museum, according to one of the archaeological experts of the state. The largest collection within the state is at the University of Utah. This collection has recently been added to by gifts from prominent men of the state, who, in some cases, have given their entire private collections, as such, to the state institution. At the university the museum material is classified, marked with the donor's name, the section of the state represented, and placed in glass cases in a fireproof museum. Exhibits in the museum are to be seen at all times without any charge. Because it has these facilities for caring for and displaying museum specimens the university asks that it be given an opportunity to acquire material that is to be disposed of. Ancient material, especially cliff dwelling relics, being particularly wanted. The department aims to build up a collection of Utah museum material and to keep it in a state institution.

POSTMASTER EXAMINATION.

At the request of the postmaster general the United States civil service commission has announced an examination to be held at Price, Utah, on September 15th, for the position of postmaster at Castle Gate, Utah. This office has an annual compensation of thirteen hundred dollars. To be eligible for this examination an applicant must be a citizen of the United States, must actually reside within the delivery of the office and have so resided at the time the present vacancy occurred. Applicants must have reached their twenty-first but not their sixty-fifth birthday on the date of the examination. Application Form 2241 and full information concerning the requirements of the examination may be secured from the postmaster at the place of vacancy or from the civil service commission, Washington, D. C. Applications should be properly executed and filed with the commission at Washington, D. C., in time to arrange for the examination of the applicant.

Small Cars—and the Declining Cost of Tire Mileage



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