Very scarce old book on mining.

April 1902

Anthracite Coal Operators' Association

One Broadway N. Y.
New York

G. S. McClintock

THE ASSOCIATION LETTER

APRIL CONTENTS

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OFFICE OF THE ASSOCIATION,

One Broadway,

New York City,

Henry S. Fleming
Secretary

APRIL, 1902.

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From a "gratuity" contract, an arrangement in which the individual operator had each year to beg the transporter to give him enough to make good his losses, to one based upon sixty-five per cent. of a tide-water price, which the transporters are forced to maintain in order to keep their own existence, is a great change, a wide difference.

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The change has not been sudden. It has been a steady and persistent struggle, and its accomplishment is the result of years of striving and labors. On one side were the operators, endeavoring to sell the output of their mines at remunerative prices, and on the other, the transporters who tried equally to secure from the movement of this staple, the largest possible rate of freight. Necessarily the two interests clashed. It was difficult to convince the transporter that the rate of freight demanded would not, at current market prices, leave a sufficient profit at the mines, and the transporters had equal difficulty in their efforts to convince the operators that they had no choice but to accept the situation as they found it.

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After the fuel was mined it had to be delivered at a distant market for sale. At first this was done by wagon or river transportation, but the deliveries were uncertain and irregular and the cost of carriage necessarily high. Then canals were constructed and, following them, the railroads.

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The first canal was opened in 1825 by the Lehigh Coal & Navigation Company, from the Schuylkill region to Philadelphia, and the next in 1828, by the Delaware & Hudson Canal Company, from the Wyoming region to the Hudson River. In the annual report of the latter company for that year, Mr. John Bolton, the President, says, in referring to the benefits which might be expected from the canal:

"It will confor also a lasting benefit
on a large and populous portion of this State,
by furnishing, at a reduced price, an abundant
supply of a species of fuel that is daily
appreciating in the public estimation."

A turnpike road had been constructed from Carbondale to the Milford and Oswogo turnpike, and to the head of the canal, over which "coal is hauled by common teams, to the head of the canal at $2.25 per ton on sledges and $2.75 per ton on wheels."

The Delaware & Hudson Company calculated its operating costs as follows:

Clearing off the covering, getting out and piling the coal, per ton..................................	$0.50
Railroad transportation to canal.....................	0.29 1/2
Canal transportation, at $3.50 per boat and 10 days per trip, 1 1/2 cents per ton mile for 105 miles	1.57 1/2
Handling............................	0.25
Total	$2.62

And to this there was the addition of the cost of carrying down the river to New York.

In this estimate will be noted the item, "Railroad Transportation." About this the report says:

"The construction and use of railroads was
new in our country. Only one, of a few miles
length, had been tested by a winter's coal and
another was a temporary and imperfect work.
Differences of opinion existed among the
engineers in England in various particulars,
but all agree in their great superiority over
turnpike roads, and in their near approach to
canals in respect to cheapness and facility of
transportation."

And so a few miles of gravity road were built, with timber framing and "rolled iron plates" for rails, from the head of the canal to Carbondale.

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But these "railroads" soon were considered quite as serviceable as canals, for in 1833 a charter was granted by the state of Pennsylvania to the Philadelphia & Reading Railroad Company, to build from Philadelphia to Reading, and in 1842 the first train was hauled from Philadelphia to Pottsville. In 1832 the New York & Erie Railroad Company was chartered from Piermont to Dunkirk, the road being opened in 1848 to Binghamton.

The Liggett's Gap railroad was chartered in 1849, and in 1851 its name changed to the Lackawanna & Western. In 1853 it was consolidated with the Delaware & Cobb's Gap Railroad, chartered three years before, and the name changed to the Delaware, Lackawanna & Western Railroad Co. In 1856 the road was opened from Scranton to the Delaware River, and in 1857 the Warren Railroad, from the Delaware River to the junction of the Central Railroad of New Jersey, was leased, and the latter line used up to 1875 as an outlet to the Hudson.

The Lehigh Valley Railroad was originally chartered in 1847 as the Delaware, Lehigh, Schuylkill & Susquehanna Railroad, and acquired its present title in 1853. In 1849 the Elizabeth & Somerville and the Somerville & Easton railroad companies were consolidated as the Central Railroad of New Jersey, which, in 1852, opened a line to Philipsburg, and in 1864 succeeded in completing to Jersey City. The Lehigh and Susquehanna Railroad, built by the Lehigh Coal & Navigation Company in 1837, and opened from White Haven to Wilkes-Barre in 1841, and in August, 1868, completed to Philipsburg, was leased in 1871 for 999 years to the Central Railroad of New Jersey.

In the Schuylkill region the Danville & Pottsville Railroad Company was chartered in 1826, and succeeded by the Philadelphia & Sunbury Railroad, chartered in 1851, which rebuilt the road, and opened it to Sunbury in 1857. In 1858 it was transferred again to the Shamokin Valley & Pottsville Railroad, and in February, 1863, leased for 999 years to the Northern Central Railroad. In 1859 the Danville, Hazleton & Wilkes-Barre Railroad was chartered, and in 1870, opened. In 1881 the Northwest Branch Railway was built from Catawissa on this line, to Wilkes-Barre, in order to give the Pennsylvania an entrance into the Wyoming region.

In the Schuylkill region the Pennsylvania Railroad Company extended its ownership to several small branch lines and some mining properties. The Philadelphia & Reading Railroad followed the same plan, and through its subsidiary company, the Laurel Run Improvement Company, chartered in May, 1871, and in December re-organized as the Philadelphia & Reading Coal & Iron Company, began to acquire ownership and leases on extensive tracts of coal lands.

In the Wyoming region, at first, the control of the Delaware & Hudson Canal Company was complete, but the Erie became anxious for a part of the tonnage and took steps toward securing it. Then the Delaware, Lackawanna & Western and the Central Railroad of New Jersey entered; the Lehigh Valley built in, and the Pennsylvania Railroad came up from Catawissa. The New York, Ontario & Western constructed a line from Hancock Junction, and the New York, Susquehanna & Western succeeded in getting a through line from the heart of the region to tidewater.

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The difficulties of the early days were the same, though in less degree, as those through which the industry has struggled in later years. First there was the failure on the part of those interested, to act in accordance with the law of supply and demand. Even in 1835, when the amount mined during the year was but 557,780 tons, the President of the Delaware & Hudson Canal Company, speaking in his annual report of the unsatisfactory year's business, says: "The most prominent and operative of them (the causes) was the depressed state of the coal market in the Spring of 1835, arising from an overstock of the two preceding years. This circumstance created a dependence on the part of the producers upon the consumers of coal, and, as a necessary consequence, a competition ensued among the former, that eventuated in low prices."

The trouble was not that the companies did not know that to overstock the market would lower the price to an unprofitable point. They knew it well; their officers would meet together and discuss it, promise to avoid it, and would return to business and forget their promise. Then at the close of the year each president of each particular company would, with deep feeling, explain to his directors and stockholders that had it not been for the singular absence of veracity on the part of the other presidents, the year would have been most prosperous.

The President of the Delaware & Hudson Canal Company in 1848 told his stockholders that;

> "The uncompromising hostility of the two largest companies connected with the coal trade still exerts a depressing influence on the market. This evil is without remedy until those who regulate the policy of the conflicting parties shall adopt other views than those which have hitherto governed their course."

And in 1851 he said:

> "The two companies through whose works the coal of the Schuylkill region is brought to market, entered into a violent contention for business, which finally settled down into important allowances and drawbacks on the one part, and at a rate of tolls hardly more than nominal on the other."

In 1878 the coal companies entered into an association allotting a certain per cent. of the tonnage to each one, but some insisted upon an increase in their allotments, and the market suffered in consequence. The following year showed the old trouble, and the report of the same company says:

> "The course of the business has once more demonstrated that the law of supply and demand cannot be disregarded without derangement of values, and that it is idle to maintain that over-supply and remunerative prices can co-exist."

In 1880 the producers had again agreed upon a "restrictive policy," and prices increased, but in 1885 they again declined through a desire for "tonnage" by some interests, and a "very imperfect carrying out of the restrictive policy," and this happened again and yet again, culminating in the low prices of 1892, after which began, with the late Mr. McLeod, the first rational attempt to place the industry on a sound footing.

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In the earlier days of the industry the transporting companies owned large mining interests, and, since they were forced by their charters to carry any tonnage delivered to them by independent mines, they adopted the plan of charging high tolls, accomplishing the two-fold purpose of preventing outsiders from reducing delivered prices below the sum of the tolls and mining costs, and of giving to themselves the privilege of doing this very thing, since in the final bookkeeping any losses in their own mining accounts would be offset by the profits from the tolls collected from themselves and others. This was fundamental, and even in their struggles against each other the rate of tolls was steadfastly maintained, while the mining accounts showed heavy losses.

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But, even with this serious burden to shoulder, the independent operations increased in number. Many who had secured, through a transporting company, a part of the money with which to develop a property, and after struggling through the beginnings, were finally forced to give up, had their plants either purchased, or taken by foreclosure, the transporters by these methods gradually increasing their holdings and operations, while the individual operator, with characteristic vigor, again endeavored to develop another property. This process of forcible absorption has been a characteristic feature of the industry. Prior to 1850 practically the entire anthracite product was mined and marketed by the three canal companies and the Philadelphia & Reading Railroad. The tonnage from individual operations was extremely small. The proportion of shipments from individual collieries, omitting washery tonnage, is shown in the following:

	Individual Operators Tons	%	Railroads Tons	%	Total Production Tons
1850	963,000	28.6	2,395,899	71.4	3,358,899
1860	2,324,000	27.2	6,189,123	72.8	8,513,123
1870	7,487,316	46.2	8,694,875	53.8	16,182,191
1880	11,632,489	46.8	13,206,344	53.2	24,838,833
1890	16,874,676	42.0	23,290,974	58.0	40,165,650
1900	15,167,567	29.7	35,849,821	70.3	51,017,388
1901	9,511,611	17.3	45,572,519	82.7	55,084,130

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The struggle between the transporters and the individual operators began with the first ton shipped by the latter, and will likely end when the last ton has been sent to market.

The earliest arrangement entered into between the operators and transporters was of a curious nature, and, because of the manner in which it was performed, was termed a "gratuity contract." The nominal basis was a price at the mine, given by the transporter, and, at the close of the month, if prices had been good, a varying sum as an "adjustment." The actual basis was the state of choler of the official of the transporting line, with whom the amount of this adjustment, or "gratuity" rested. Then came what were termed "labor basis" contracts, in which, by a complicated method of figuring, the operator received a certain rate per ton, while labor was paid a corresponding percentage of this rate, and the transporter took everything else.

Then, after constant efforts on the part of the operators, a contract was drawn up in which the operators were to receive 41 per cent. of the tidewater price when the latter was between $3.00 and $4.00; 42 per cent. between $4.00 and $5.00, and 43 per cent. when the sales averaged over $5.00 per ton, a rate equivalent to $1.64 at the mine for stove coal selling at $4.00 at tidewater.

That was the day of "side issues," for it was then that certain commission houses were able to make special arrangements with one or another of the transporting railroads, as for instance that of Meeker & Company with the Delaware, Lackawanna & Western, in which the railroad transported the coal to tide for 50 per cent. of the selling price, and the commission house paid the operator 40 per cent., retaining the 10 per cent. for commissions and "expenses."

It was during this period that the New York, Susquehanna & Western, acting in harmony with some of the individual operators, was making a strong effort to complete a line to the Wyoming region. The operators were offered, and signed, contracts giving them 50 per cent. of the tidewater selling price. This liberal arrangement threatened to bring such a large tonnage to that road at the expense of others, that, after urgent solicitation on the part of C. D. Simpson and O. S. Johnson, the Erie Railroad granted 55 per cent. contracts. Again, still later, through the labors of E. B. Sturges, the New York, Ontario & Western, in order to secure a large guaranteed tonnage for its then proposed line into the regions, offered contracts providing for a freight charge of 40 per cent. of the tidewater selling price, supplementing this, afterward, by a requirement that all coal should be consigned to the selling agents it had selected. This was declined by the operators and another contract giving the latter 60 per cent. of the tide price was offered, and accepted.

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During this time nearly all of the railroads other than those mentioned, had declined to make contracts of any sort. Shippers over these lines were forced to apply at headquarters and there to beg and plead for a rate sufficiently low to enable them to market their product. And "headquarters" were not as they are to-day. The dictatorial gentleman who reposed easefully in a fat armchair and frowned disaster or smiled, oh rarely, an assent, was there, and those under him, taking pattern by their employer, and also an opportunity to "equalize" his treatment of them, cultivated the same mannerisms, each with exaggeration according to his mental calibre.

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Those were not reposeful days for the individual operators.

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When the Inter-State Commerce Commission was organized in 1887, there were great hopes on the part of the operators, and the following year Coxe Brothers & Co. began their suit against the Lehigh Valley Railroad Company. The case was actively contested on both sides. Acting in concert with E. B. Ely, of Coxe Bros. & Co., were a number of the individual operators in that and other regions, and the hearty co-operation of every operator was assured. After various hearings the commission decided in favor of the plaintiff, but was without power to enforce its decision. Nevertheless, the Lehigh Valley Company was forced to make certain concessions which applied to every operator on its lines and which affected the other anthracite carrying roads.

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It was at this time that the idea of having an association of the individual operators, was first suggested, but the matter rested. Shortly afterward Mr. McLeod became president of the Philadelphia & Reading companies and began his plans for controlling the various railroads interests. Through the active and persistent efforts of several of the individual operators, contracts were prepared somewhat similar to those already in force with the New York, Ontario & Western Railway, purchasing the operators' tonnage for five years and paying 60 per cent. of the tidewater price on prepared sizes.

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Since it was known that the purpose of the Reading Company was to so control the market that fair prices could be maintained, these contracts were generally accepted and proved fairly profitable until the latter part of 1893, when the management of the Reading changed and the leases of, and arrangements with, other roads, were cancelled. Everything was in a chaotic condition.

Finally, when the Lehigh Valley Railroad Company agreed to continue the 60 per cent. contracts provided that the individual operators along its lines would subscribe for $2,000,000 of its bonds, a meeting of the operators was called and, largely through the work and influence of E. B. Leisenring, C. D. Simpson and others, this was accomplished. Again the idea of an association of the operators was broached and everywhere received with favor. A committee of nine was appointed to draw up a Constitution and By-Laws and on October 11th met at the office of G. B. Newton & Company in Philadelphia. On November 1st, 1893, the first meeting of the Association was held at the Fifth Avenue Hotel in New York City, at which the Constitution and By-Laws were formally adopted and the following officers and Board of Managers elected:

Officers	Executive Committee
Wm. Connell, President	F. T. Patterson,
E. B. Leisenring, Vice-President	E. B. Ely,
C. D. Simpson, Sec'y & Treas.	L. A. Riley.
Thos. L. Green, Assist. Sec'y.	

Board of Managers

William Connell,	O. S. Johnson,	Charles Parrish,
E. B. Ely,	E. B. Leisenring,	L. A. Riley,
Dr. H. M. Howe,	W. G. Payne,	C. D. Simpson,
John Jermyn,	F. T. Patterson,	Dr. J. S. Wentz.

The membership comprised practically every individual operator in the anthracite regions.

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There was work to be done and much of it, but against great odds. The railroad companies began their old tactics of forcing coal upon the market and depressing prices. The individual operators were the sufferers, but there was little remedy for their complaints.

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In October, 1894, there occurred the death of one of the strongest supporters of the association, its Vice-President, Edward B. Leisenring, and only a month later, another whose good advice' works and labors had contributed so largely to its success, Ezra Brockway Ely, and but shortly after that still another, a man of great ability, Eckley B. Coxe.

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In 1894 the anthracite carrying railroads endeavored to arrive at an understanding among themselves as to what proportion of the production should come from the lines of, and be transported by, each one. The various meetings produced no other result than the determination on the part of each, to see what quantity could be produced, and in 1895 the struggle for tonnage so overloaded the market that prices declined to a point almost equal to the early days when the Delaware, Lackawanna & Western held its auction sales.

Again it was the operators who suffered. The railroad companies, by a masterful piece of bookkeeping, charged against their own mining operations the full freight rate, and when the year ended, the mining departments' heavy losses were paid by the railroad in return for a note or some other paper obligation, while the losses of the operators had to be paid from their own pockets.

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But the results helped to teach the doctrine which had been preached by the Association, that of supply and demand. The necessity for its observance was impressed upon the transporting companies at every opportunity and while reference to the subject was not always accepted in good part, this could be understood by the companies' worry at the disastrous condition of their finances.

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In the spring of 1896 the present Secretary and Treasurer was engaged to fill the post of Assistant Secretary left vacant by the resignation of Mr. Greene, and in August, at the suggestion of Mr. Simpson, the publication of this Association LETTER began.

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The purpose was to present forcibly to the officers of the transporting lines, and to those interested in their imperilled securities, the actual conditions existing; to show what would be the ultimate result, and to point out the remedy.

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The suggestions made in the LETTER were based upon the long and intimate experience of many of the members of the association. Under the constant advice of Mr. C. D. Simpson, Mr. F. T. Patterson and Mr. W. G. Payne, and in its beginning, of Mr. George H. Meyers, it was enabled to discuss anthracite affairs with a degree of knowledge and force of facts which soon won for it consideration and a hearing from those who received it, and a position of authority in such matters before the public.

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Constant efforts were being made by the several members of the Board of Managers to persuade the transporters to act with more fairness in their dealings with the operators, and to maintain tidewater prices at a figure at which the sixty per cent. received by the individual companies would enable them to live. An attempt was made to induce the railroad companies to help the situation by taking the small sizes from the car allotment, but this and most of the other endeavors were disapproved by the transporters. Finally, through the energy of Mr. E. B. Sturges, Mr. T. H. Watkins and others, a plan some time under consideration was brought into definite form, that of constructing to tidewater a railroad to be owned by the operators. Active work to secure the right of way, and a suitable tidewater terminal was commenced; the company incorporated as the New York, Wyoming and Western Railroad, and the Wyoming Sales Company organized to purchase the operators' tonnage.

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Work in this direction progressed so actively that the transporters, who at first regarded it as a futile effort to coerce them, began to more seriously consider the various earlier suggestions laid before them for an understanding with the individual operators. After consultation among the members of the Association, a committee was appointed with Mr. T. H. Watkins, its chairman, to meet the transporters and consider any equitable proposition. After several months earnest work a plan was finally arrived at which seemed to provide everything required. There was to be a new form of contract for the purchase of coal and a general control of the market. The Temple Iron Company, a Reading, Penna., corporation with a liberal charter, was to be used for these various purposes and to their furtherance this company entered into negotiations for the purchase of the collieries of Simpson & Watkins and those of several operators. The former were finally transferred, and then the company, whose directors were the presidents of the several anthracite carrying railroads, began to modify and change their plans from those originally agreed upon with Mr. Watkins, and finally practically declined to take any action in this direction, breaking their first promises and leaving the operators in no better position than before.

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At this time Mr. E. L. Fuller, who had been in close touch with all of the negotiations, was appointed Chairman of the Executive Committee of the Association, and began working on other lines which had been partially developed before, but were abandoned for what was considered the better plan. These involved the co-operation of the Pennsylvania Coal Company in the construction of a railroad to tidewater and as, by a fortunate circumstance, the Delaware & Hudson Canal Company at this time offered its canal for sale, it was purchased and by it right of way secured over exceptionally easy grades. The proposal to construct a railroad along the canal was fought energetically by all of the other anthracite carrying railroads, though the Erie and New York, Ontario & Western were the only ones which actually appeared in the case. Step by step it was won. First before the New York State Railroad Commissioners, then in appeals, and then in the suits brought in Pennsylvania.

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The transporters had lost and were facing competition with a rival which had the advantage of easy grades, modern equipment, ample capital and an abundance of coal to deliver. It could reduce prices to a point where the other roads would be unable to earn the interest on their load of issued obligations. Negotiations were begun for the purchase of the Pennsylvania Coal Company and the new railroad and also for a sixty-five per cent. contract with the individual operators. The transporting companies appointed a committee to meet one from the Association for the purpose of arriving at a satisfactory basis for such a contract. Many meetings were held, Dr. H. M. Howe, M. S. Kemmerer and Hon. William Connell, (represented by Mr. J. S. McAnulty), representing the Association. The discussions, especially as to the percentage to be paid for the small sizes, were vigorous. At last a complete contract was prepared and submitted to the operators, but this was returned for further consideration, and this happened again, and still again, until it was finally accepted, signed by many and sent to their respective railroads. After a long delay necessitating some further active work on the part of the Association, the contracts were accepted and returned, and still later the railroads paid an adjustment to the contract basis from the date agreed upon by the two Committees.

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...ork done by this Association is one of which ...s may well be proud. It has forced the trans... ...te their interests in the maintenance of a ... and has secured for the individual operators ... this price. What it has accomplished can ...rs and cents, for the results will extend far

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...this is the last. Its work has been done and its ...in the files of those who received it, a complete ...of those years.

...DUCTION OF ANTHRACITE IN 1901

...esy of the Inspectors of Mines in the eight ... and of Mr. James E. Roderick, Chief of the Bureau of Mines, the Association is enabled to give the following results of operations for the year ending December 31st, 1901.

FIRST ANTHRACITE DISTRICT.

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
Leggett's Creek	Delaware & Hudson Co.	311,312	275,406	226.5
Marvine	" " "	332,244	304,678	225
Eddy Creek	" " "	242,280	234,082	230
Olyphant No. 2	" " "	497,235	446,208	232
Grassy Island	" " "	(Coal shipped from Olyphant Breaker.)		232
Grassy Island Washery	" " "	63,257	63,257	116.75
White Oak	" " "	234,591	229,441	219.75
Jermyn No. 1	" " "	249,621	231,761	177.25
No. 1 Shaft	" " "	56,861	50,690	169.75
Powderly	" " "	47,208	42,035	202
Racket Brook Wash.	" " "	8,818	5,518	50.75
Coal Brook	" " "	553,062	539,719	231.75
Clinton	" " "	329,877	313,515	219.25
	Total	2,926,366	2,736,310	194.82

The record of the work done by this Association is one of which its officers and members may well be proud. It has forced the transporting companies to unite their interests in the maintenance of a stable tidewater price, and has secured for the individual operators a fair participation in this price. What it has accomplished can not be figured in dollars and cents, for the results will extend far into the future.

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What there may remain for the Association to do in the years to come cannot be foretold. There may yet be some active work needed to maintain the position which it has won for its members, and they have been asked to express an opinion as to its continuance.

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And the LETTER,--this is the last. Its work has been done and its volumes rest securely in the files of those who received it, a complete record of the history of those years.

PRODUCTION OF ANTHRACITE IN 1901

Through the courtesy of the Inspectors of Mines in the eight Anthracite Districts, and of Mr. James E. Roderick, Chief of the Bureau of Mines, the Association is enabled to give the following results of operations for the year ending December 31st, 1901.

FIRST ANTHRACITE DISTRICT.

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
Leggett's Creek	Delaware & Hudson Co.	311,312	275,406	226.5
Marvine	" " "	332,244	304,678	225
Eddy Creek	" " "	242,280	234,082	230
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Coal Brook	" " "	553,062	539,719	231.75
Clinton	" " "	329,877	313,515	219.25
	Total	2,926,366	2,736,310	194.82

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
Forest City	Hillside Coal & Iron Co.	492,025	331,576	184.375
Clifford	" " "	171,462	*292,038	162.65
Erie	" " "	138,552	127,682	156.65
Keystone	" " "	48,829	47,917	161.05
Glenwood	" " "	60,035	41,813	57.25
" Washery	" " "	33,844	33,844	182.4
	Total	944,747	874,870	150.73
No. 1 Shaft	Pennsylvania Coal Co.	205,681	200,090	171.6
Gypsy Grove	" "	127,664	124,413	164.4
	Total	333,345	324,503	168
Mt. Jessup	Mt.Jessup Coal Co.	92,779	66,352	244.8
Moosic Mtn.	Moosic Mtn. Coal Co.	115,048	109,718	172
Storrs	Del.,Lack.,&West.R.R.Co.	609,309	579,185	221.1
Lackawanna	Temple Iron Co.	247,561	208,883	218.9
Sterrick Creek	" " "	283,302	265,464	178.3
Edgerton	" " "	177,314	166,863	157.4
Northwest	" " "	207,680	196,909	180.6
	Total	915,857	838,119	183.8

* Of the shipment from Clifford, 136,198.12 tons were produced at Forest City.

Pancoast	Price-Pancoast Coal Co.	338,653	313,047	283.75
Dolph	Dolph CoalCo.	208,692	182,865	200.9
Riverside	Riverside Coal Co.	135,355	123,625	232.2
Murrays	Carney & Brown	75,335	65,772	238.5
Clark Tunnel	Clark Tunnel Co.	35,881	14,548	235.8
Black Diamond	Black Diamond Coal Co.	29,563	21,692	118.2
Barton	W. L. Barton Coal Co.	5,039	92	150
	Total	7,728,344	7,107,980	198.7
Richmond No. 4	Scranton Coal Co.	38,631	30,969	115.3
Johnsons	" " "	328,611	293,256	187.4
Ontario	" " "	237,885	204,482	237.5
Richmond No. 3	" " "	67,292	58,191	181.1
Raymond	" " "	289,956	270,364	210.3
	Total	962,375	857,262	186.3

SECOND ANTHRACITE DISTRICT

Colliery	Operator	Production	Shipments	Days Worked
Archibald	Del.,Lack.,&West.R.R.Co.	320,466	306,710	217
Bellevue	" " " "	341,836	291,907	219
Brisbin	" " " "	257,361	242,148	219
Cayuga	" " " "	236,921	214,209	177
Sloan and Central	" " " "	312,505	261,729	218
Continental	" " " "	228,253	214,790	218
Dodge	" " " "	168,658	156,356	145
Diamond	" " " "	337,379	312,526	223
Hyde Park	" " " "	278,131	252,891	234
Manville	" " (See D.&H.)	57,733	51,098	152
Holden	" " " "	---	---	---
Hampton	" " " "	162,572	142,918	230
Pyne	" " " "	444,715	427,775	230
Taylor	" " " "	282,174	258,869	205
Bellevue Washery	" " " "	232,435	232,435	247
Diamond "	" " " "	315,033	300,433	259
Hampton "	" " " "	249,572	249,572	319
Oxford "	" " " "	45,757	45,757	207
	Total	4,271,501	3,962,123	
Austin Tunnel	Austin Coal Co.	18,892	14,216	66
Dickson	Del. & Hudson Co.	255,232	244,029	214
Van Storch	" "	279,942	245,932	219
Manville	" "	63,099	57,104	(See D.L. & W.R.R.)
	Total	598,273	547,065	
Pine Brook	Scranton Coal Co.	254,174	233,338	172
Capouse	" " "	290,471	272,864	180
" Washery	" " "	272,017	267,217	242
	Total	816,662	773,419	
Mt.Pleasant Washery	Scranton Coal Co.	49,631	44,629	149
Mount Pleasant	" " "	209,166	171,571	177
Green Ridge	Green Ridge Coal Co.	169,889	132,801	187
No. 5 Shaft	Pennsylvania Coal Co.	156,576	152,286	171
Old Forge	" " "	240,143	231,938	154
	Total	396,719	384,224	

SECOND ANTHRACITE DISTRICT--Continued

Colliery	Operator	Production	Shipments	Days Worked
National	Wm. Connell & Co.	134,649	116,283	168
William A	Connell Coal Co.	384,524	360,254	251
Greenwood No. 1	The Hudson Coal Co.	125,018	119,108	113
Greenwood No. 2	" "	66,608	61,925	103
	Total	191,726	181,033	
Jermyn No. 1	John & J. J. Jermyn	219,264	198,322	172
Jermyn No. 2	" " "	237,212	223,212	179
	Total	456,476	421,534	
Sibley	Elliott, McClure & Co.	207,322	194,364	208
West Ridge	Scranton Coal Co.	107,081	95,444	155
Spencer	A. D. & F. M. Spencer	102,669	64,937	125
Nay Aug	Nay Aug Coal Co.	32,648	30,460	111
Nay Aug Washery	" " " "	23,758	23,758	178
	Total	56,406	54,218	
Gibbons	Gibbons Coal Co.	19,230	3,824	260
Meadowbrook Wash.	North American Coal Co.	70,073	65,890	248
National	" " " "	167,248	162,328	246
	Total	237,321	228,218	
Bowen	Bowen Coal Co.	10,233	8,833	36
Bull's Head Slope	Bull's Head Coal Co.	29,128	21,149	119
Carbon Washery	Carbon Coal Co.	18,474	14,874	132
Oxford Slope	People's Coal Co.	152,543	115,143	158
Spring Brook	Spring Brook Coal Co.	35,645	28,156	151
	Total	8,674,060	7,938,312	

THIRD ANTHRACITE DISTRICT

Colliery	Operator	Production	Shipments	Days Worked
Barnum Breaker: Barnum No. 1 Shaft) Barnum No. 2 Shaft) Barnum No. 3 Shaft)	Pennsylvania Coal Co.	287,944	280,162	169
Central Breaker: Laws' Shaft) No. 13 Shaft)	" " "	211,226	204,481	165.7
No. 10 Breaker: No. 9 Shaft) Nos. 10 & 10 Jr.) Shafts)	" " "	235,649	221,530	166.8

THIRD ANTHRACITE DISTRICT--Continued

Colliery	Operator	Production	Shipments	Days Worked
No. 8 Breaker: No. 1 Shaft) No. 8 Shaft)	Pennsylvania Coal Co.	162,169	158,584	165.1
Ewen Breaker: No. 4 Shaft) No. 7 Shaft) Hoyte Shaft)	" " "	275,256	257,293	159.8
No. 6 Breaker: No. 5 Shaft) No. 6 Shaft) No. 11 Shaft)	" " "	301,720	290,903	158
No. 14 Breaker: No. 14 Shaft) No. 14 Tunnels)	" " "	36,554	34,235	25.2
No. 6 Washery	" " "	90,360	89,579	113.7
No. 8 Washery	" " "	73,612	72,124	177.6
	Total	1,674,490	1,609,891	162.6
Prospect Breaker: Prospect Shaft) Oakwood Shaft) Wyoming Shaft) Hillman Slope) Midvale Slope)	Lehigh Valley Coal Co.	383,739	355,660	209.85
Henry Shaft	" " " "	232,552	226,780	209.85
Exeter Shaft) No. 1 Shaft) No. 2 Shaft)	" " " "	384,928	360,045	227.8
Heidelberg Shaft	" " " "	125,623	111,207	161
Heidelberg Slope	" " " "	141,735	137,600	178.35
Maltby Shaft, Slope and Tunnel	" " " "	151,899	135,018	107.75
	Total	1,420,477	1,326,310	176.95
Consolidated Shaft and Slope	Hillside Coal & Iron Co.	161,552	155,737	197.45
Butler Shaft) and Tunnel) Chapman Shaft)	" " "	176,707	165,307	188.9
Fernwood Shaft and Tunnel	" " "	105,681	91,352	158.6
	Total	443,940	412,396	175.65

Colliery	Operator	Production	Shipments	Days Worked
Mt. Lookout Shaft	Temple Iron Co.	232,451	181,649	190.2
Harry E. Breaker:				
Harry E. Shaft	" " "	272,513	246,515	241.8
Forty Fort Shaft	" " "	100,725	91,284	241.8
Babylon Shaft and Slope		16,872	7,770	8
	Total	622,561	527,218	226.6
Delaware Shaft	Delaware & Hudson Co.	68,083	57,792	76.25
Langcliffe Shaft and Tunnel	" " "	125,205	119,390	153.25
Laflin Shaft	" " "	91,864	83,713	125
	Total	285,152	260,895	118.17
Hallstead Shaft	Del.Lack.&West.R.R.Co.	72,325	61,918	144.9
Pettebone Shaft	" " "	335,765	310,142	200.6
	Total	408,090	372,060	172.75
Seneca Breaker: Twin Shaft, No. 1 Shaft, No. 2 Shaft, Phoenix Shaft, Columbia Shaft	Seneca Coal Co.	307,575	273,159	235.5
Louise Slope and Tunnel	Raub Coal Co.	108,428	92,074	138
Black Diamond Shaft	John C. Haddock	112,398	82,233	173.7
Clear Spring Shaft	Clear Spring Coal Co.	261,897	230,875	251.95
Elmwood Shaft, No. 1 Shaft, No. 2 Shaft	Florence Coal Co.	11,433	10,437	30.4
East Boston Shaft	W. G. Payne & Co.	162,788	141,848	157
Ridgewood Slope	TradersCoal Co.	91,208	84,073	185.85
Avoca Shaft	Avoca Coal Co.	86,973	71,001	231
Katy Did Slope and Tunnel	Robertson & Law	78,712	74,605	197.25
Pine Ridge Shaft	Algonquin Coal Co.	275,590	242,804	246.8
Laurel Run Slope	Laurel Run Coal Co.	77,893	62,200	97
Bernice Drift	State Line & Sullivan R.R. Company	65,354	59,242	96.25
Lykens Drift	W. B. Gunton	70,813	67,129	149.7
Stevens Shaft & Slope	Stevens Coal Co.	169,819	145,393	177.55
Griffith Tunnel	Wyoming Coal & Land Co.	108,621	96,191	192.5

THIRD ANTHRACITE DISTRICT--Continued

Colliery	Operator	Production	Shipments	Days Worked
Gardnor Creek Tunnel	Gardner Creek Coal Co.	18,131	15,581	133.5
Crescent Tunnel	Crescent Coal Co.	9,956	8,446	115
Morning Star	Hicks River Coal Co.	5,148	3,898	91
Yatesville Tunnel	*Wm. Richmond	16,636	15,180	126
Luzerne Washery	∅North American Coal Co.	4,965	4,422	16
Warnke Washery	Warnke Coal Co.	26,549	25,859	115
	Total	2,070,887	1,806,651	162.5

* Formerly Miner Drift. Bonnett Washery was abandoned in 1900. Brookside Washery abandoned in 1900.
∅ This Washery was abandoned in January, 1901. Seneca Coal Co. is operated by Lehigh Valley Coal Co.

FOURTH ANTHRACITE DISTRICT

Colliery	Operator	Production	Shipments	Days Worked
Hollenbeck No. 2	Lehigh & Wilkes-Barre C.C.	228,487	198,039	187.45
Empire No. 4	" " "	---	---	---
Stanton No. 7	" " "	209,505	202,634	145.40
So. W.-B. Nos. 3 & 5	" " "	450,979	390,968	212.00
Maxwell No. 20	" " "	337,461	329,719	198.60
Sugar Notch No. 9	" " "	190,695	188,635	178.90
Lance No. 11	" " "	314,725	312,182	218.65
Nottingham No. 15	" " "	560,190	553,015	217.95
Reynolds No. 16	" " "	202,716	202,638	210.90
Wanamie Nos. 18 & 19	" " "	306,604	304,382	195.20
Jersey Annex	" " "	81,835	81,835	179.05
Dirt Banks	" " "	16		
	Total	2,883,213	2,764,049	194.4
Baltimore No. 2	Delaware & Hudson Co.	155,453	130,310	83.1
Baltimore Slope	" "	167,403	143,541	178.3
Conyngham	" "	195,171	166,955	175.1
Boston	" "	204,652	191,902	174.1
No. 2 Plymouth	" "	182,125	155,891	153.2
No. 3 Plymouth	" "	194,739	175,989	165
Breaker No. 5	" "	348,373	314,305	192.1
	Total	1,447,916	1,278,893	173.9
Colliery No. 5	Susquehanna Coal Co.	380,126	311,422	228.05
Colliery No. 6	" "	429,098	381,501	229.15
Colliery No. 7	" "	499,998	445,186	222.35
	Total	1,309,222	1,138,109	226.6

FOURTH ANTHRACITE DISTRICT--Continued

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
No. 4	Kingston Coal Co.	400,094	393,094	212
No. 2	" "	448,845	422,422	221
Gaylord Slope	" "	105,606	101,141	150
	Total	954,545	916,657	194.3
Avondale	Del.,Lack.&West.R.R.Co.	213,572	181,069	218.1
Woodward Nos. 1 & 2	" " "	425,290	387,617	190.1
Bliss	" " "	353,884	323,408	187.7
	Total	992,746	892,094	198.6
Dorrance	Lehigh Valley Coal Co.	280,244	212,331	191.8
Franklin	" " "	180,795	152,540	158.35
	Total	461,039	364,871	175.1
Nos. 1 & 2 Red Ash	Ash Coal Co.	250,585	238,465	221.75
Alden	Alden Coal Co.	265,593	235,298	200.25
Parrish	Parrish Coal Co.	257,477	245,376	216
Buttonwood	" "	376,355	367,881	212
	Total	633,832	613,257	214
Dodson	Plymouth Coal Co.	138,834	117,109	174.1
West End	West End Coal Co.	99,636	73,290	150
Hadleigh	Crescent Coal Mng. Co.	500	---	6.1
Warrior Run	Warrior Run Mng. Co.	175,667	156,289	156.2
Chauncey	Ayers Bros.	13,583	13,327	54.7
Washery	Sterling Coal Co.	42,605	38,955	174
	Total	9,669,516	8,840,663	191.07

FIFTH ANTHRACITE DISTRICT

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
Cranberry	A. Pardee & Co.	344,289	307,154	245
East Crystal Ridge	" "	72,004	62,313	245
	Total	416,293	369,463	245
Drifton Nos. 1 & 2	Cross Creek Coal Co.	256,942	204,566	289
Eckley) Buck Mountain)	" " "	224,006	193,547	286
Stockton	" " "	33,967	22,910	73
Beaver Meadow	" " "	263,522	215,658	224
Tomhicken	" " "	---	---	---
Berringer & Gowan	" " "	300,792	274,550	243
	Total	1,079,229	911,231	

FIFTH ANTHRACITE DISTRICT--Continued

Colliery	Operator	Production	Shipments	Days Worked
Colliery No. 1	Lehigh Coal & Nav. Co.	314,067	288,516	247.5
Colliery No. 4	" " "	178,344	145,295	186.3
Colliery No. 5) Colliery No. 6)	" " "	208,804	184,595	222.3
Colliery No. 9	" " "	230,145	206,331	227.4
	Total	931,360	824,937	
Jeddo No. 4	G. B. Markle & Co.	452,411	415,541	230
Highland No. 2	" " "	220,162	188,624	244
Highland No. 5	" " "	390,269	348,141	231
	Total	1,062,842	952,306	
Colliery No. 1	Lehigh Valley Coal Co.	352,929	298,723	237.6
Hazleton Shaft	" " "	446,758	429,169	245.5
Spring Brook	" " "	41,932	34,831	89.2
Spring Mountain) No. 1 Washery)	" " "	140,746	118,966	186.5
	Total	982,365	881,689	
Milnesville	A. S. Van Wickle Estate	206,084	138,361	250.7
Coleraine	" " "	351,908	290,713	277.4
	Total	557,992	429,074	
Latimer No. 3	Calvin Pardee & Co.	168,286	142,286	126.9
Latimer Washery	" " "	14,713	11,499	51.9
Harwood	" " "	315,329	277,455	275.4
	Total	498,328	431,240	
Upper Lehigh	Upper Lehigh Coal Co.	256,597	216,777	240.1
Tresckow No. 2	Lehigh & W-B Coal Co.	38,000	34,000	214.4
Tresckow Stripping	" " "	---	---	---
Sandy Run	M. S. Kemmerer & Co.	100,917	80,243	224.5
Hazle Brook	J. S. Wentz & Co.	149,204	140,251	272
Beaver Brook	C. M. Dodson & Co.	206,677	176,424	213
Stockton Washery	Tyler, McTurk & Co.	37,498	33,872	110.2
Washery	Audenried Coal Co.	40,673	39,473	169.4
Rowe	Stauffer & Rowe	10,864	8,168	213
Dusky Diamond	Morgans & Co.	6,100	---	280
	Total	6,374,939	5,529,152	223

SIXTH ANTHRACITE DISTRICT

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
Bear Ridge	P & R Coal & Iron Co.	107,569	88,099	217
Boston Run	" " "	167,371	141,589	230
Draper	" " "	195,434	179,119	232
Ellangowan	" " "	460,915	422,950	214
Girard Mammoth	" " "	68,349	49,370	164
Girard Washery	" " "	10,498	10,498	49
Gilberton	" " "	262,526	213,661	212
Hammond	" " "	66,091	42,331	70
Indian Ridge	" " "	232,635	205,020	208
Knickerbocker	" " "	265,426	240,632	223
Kohinoor	" " "	114,355	98,934	166
Mahanoy City	" " "	283,753	206,121	229
Maple Hill	" " "	529,931	499,212	223
North Mahanoy	" " "	404,845	355,533	231
Saint Nicholas	" " "	258,674	221,754	233
Suffolk	" " "	345,402	321,647	234
Shenandoah City	" " "	275,474	213,602	226
Turkey Run	" " "	127,797	116,027	167
Tunnel Ridge	" " "	365,728	312,270	224
West Shenandoah	" " "	29,097	16,561	28
	Total	4,571,870	3,954,830	3790
Kehley's Run	Thomas Coal Co.	83,177	80,475	232
Vulcan	Mill Creek Coal Co.	234,767	217,512	235.6
Buck Mountain	" " "	202,385	184,500	227.5
	Total	437,152	402,012	
Park No. 2	Lentz & Co.	366,388	337,497	216
Silver Brook	Silver Brook Coal Co.	170,352	153,852	201.3
William Penn	Susquehanna Coal Co.	236,516	195,474	185
Oneida	Cross Creek Coal Co.	319,729	262,392	273
Audenreid	Lehigh & W-B Coal Co.	260,679	230,252	214.4
Honeybrook No.5	" " "	307,761	264,201	211.5
	Total	568,440	494,453	
Cambridge	Cambridge Coal Co.	53,752	49,064	209.6
Furnace	Seaman & Gerber	40,138	37,078	211
Lawrence	Lawrence Coal Co.	144,111	114,913	242
Packer No. 2	Lehigh Valley Coal Co.	28,374	11,109	---
Packer No. 3	" " "	121,058	107,672	117.5
Packer No. 4	" " "	225,225	194,698	118.15
Packer No. 5	" " "	271,008	232,484	220
Primrose	" " "	150,080	138,166	196.6
	Total	795,745	684,129	

SIXTH ANTHRACITE DISTRICT--Continued

Colliery	Operator	Production	Shipments	Days Worked
Stoddart	Stoddart Coal Co.	55,188	50,968	211
Brookwood	Brookwood Coal Co.	52,652	49,652	162
Star Washery	McTurk & Co.	Abandoned		
Girardville	"	21,404	20,317	103
Carson	Carson Coal Co.	26,953	25,453	141
No. 1 Schuylkill Wash.	North American C. Co.	102,387	99,712	178
Raven Run	Raven Run Coal Co.	39,765	38,265	122
	Total	8,086,320	7,050,537	

SEVENTH ANTHRACITE DISTRICT

Colliery	Operator	Production	Shipments	Days Worked
Burnside) Sterling)	P. & R Coal & Iron Co.	305,965	262,584	230
Bear Valley	" " "	201,017	186,832	215
Henry Clay) Big Mountain)	" " "	185,483	143,466	146
North Franklin	" " "	284,026	255,239	227
Alaska	" " "	265,339	248,892	226
Reliance	" " "	230,171	202,695	218
Locust Spring) Locust Gap)	" " "	419,484	370,302	222
Monitor	" " "	---	---	---
Merriam	" " "	11,155	No. Shipments	
Potts	" " "	333,826	292,274	216
Keystone Jug Washery	" " "	---	---	---
Bast	" " "	209,906	174,930	212
Preston No. 3	" " "	172,011	139,803	216
	Total	2,618,383	2,277,017	213.3
Greenough	Red Ash Coal Co.	51,598	58,473	229
Pennsylvania	Union Coal Co.	369,683	330,785	255
Richards	" "	318,861	264,650	242
Hickory Swamp	" "	124,068	114,916	220
Hickory Ridge	" "	191,010	155,036	236
Scott...No Breaker Erected.	Sinking	3,707		247
	Total	1,007,329	865,187	202
Cameron	Mineral R.R. & Mng.Co.	516,532	461,386	267
Luke Fidler	" " "	269,564	230,217	238
	Total	786,096	691,603	506

SEVENTH ANTHRACITE DISTRICT--Continued

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
Colbert	Shipman Coal Co.	73,668	67,232	165
Mt. Carmel	T. M. Righter & Co.	188,606	164,362	249
Neilson	J. Langdon & Co.	Abandoned		
Excelsior	Excelsior Coal Co.	106,328	101,820	214
Corbin	" "	55,945	52,795	200
	Total	162,273	154,615	415
Enterprise	Enterprise Coal Co.	216,288	203,210	203
Sioux	Seneca Coal Co.	51,051	39,839	137
Natalie	Natalie Anthracite C.C.	295,599	264,351	255
Williamstown	Summit Branch R.R.Co.	368,281	251,265	215
Short Mountain	Lykens Valley Coal Co.	373,302	318,134	282
	Total	741,583	569,399	497
Centralia) Logan) Big Mine Run) Continental)	Lehigh Valley Coal Co.	299,778	266,274	179
Locust Run	" " "	Pumping Station		
Bellmore	" " "	Abandoned		
Morris Ridge	" " "	"		
Reno	" " "	"		
Montana	" " "	"		
Midvalley No. 1	Midvalley Coal Co.	No Shipments		
Midvalley No. 2	" " "	446,629	433,869	261
	Total	446,629	433,869	261
Royal Oak	Royal Oak Coal Co.	47,250	40,775	186
Columbus No. 2	White & White	56,698	48,994	227
	Total	7,052,829	6,145,400	

EIGHTH ANTHRACITE DISTRICT

Colliery	Operator	Pro-duction	Ship-ments	Days Worked
West Brookside	P.&R. Coal & Iron Co.	449,928	385,178	247.3
Lincoln	" "	296,096	270,307	243.4
Good Spring	" "	189,500	173,034	220.5
Otto	" "	234,718	208,052	228.5
Phoenix Park No. 3	" "	111,246	96,315	227.4
Richardson	" "	113,745	87,200	213.4
Glendower	" "	128,306	94,091	206.9
Silver Creek	" "	330,420	300,931	233.8
Eagle Hill	" "	288,026	254,032	232.5

EIGHTH ANTHRACITE DISTRICT--Continued

Colliery	Operator	Production	Shipments	Days Worked
Wadesville	P.&R. Coal & Iron Co.	130,598	104,657	189.5
Kalmia Washery	" "	33,015	32,135	113.4
Anchor Washery	" "	19,838	19,333	94.7
	Total	2,325,436	2,025,265	
Colliery No. 8	Lehigh Coal & Nav. Co.	292,779	267,344	235.5
Colliery No. 10	" "	217,210	192,697	192.4
Colliery No. 11	" "	252,438	233,638	222.1
Colliery No. 12	" "	86,790	74,124	137.5
	Total	849,217	767,803	
Morea	Dodson Coal Co.	272,996	246,935	252.8
Kaska William	T. M. Dodson & Co.	189,754	161,521	232.9
St. Clair	St. Clair Coal Co.	361,907	294,804	242.2
Greenwood No. 12	Beddall Bros.	92,110	79,404	234.8
East Lehigh	D. Shepp Estate	5,140	2,399	169.8
West Lehigh	Dunkelberger & Young	14,991	10,469	220
Oak Hill	Leisenring & Co.	224,602	200,836	212.2
Lytle	Lytle Coal Co.	282,305	233,673	212.8
Silverton	Silverton Coal Co.	69,520	58,205	184.3
Ellsworth	Davis Bros.	38,406	35,552	282.5
Howard	E. C. White & Co.	27,027	22,799	199.8
Mt. Hope	Mt. Hope Coal Co.	47,004	37,263	173
Williams	B. F. Williams	15,250	9,897	60
East Ridge	East Ridge Coal Co.	81,363	74,108	165.7
Pine Hill	Pine Hill Coal Co.	126,627	118,139	186.4
Lorberry	Losch Moore & Co.	8,805	6,989	65.7
Bell	Gorman & Campion	27,158	25,698	217
Tuscarora	Slattery Bros.	11,854	11,348	192
Sebastopol	Joseph H. Deming	7,148	---	246
Jugular	Whims & Hepner	555	505	12
Wolf Creek Wash.	Stoddart Coal Co.	45,176	41,632	170.4
Middleport Wash.	Middleport Coal Co.	11,183	10,793	127
Myers Washery	Smith, Meyers & Co.	44,682	43,282	138
Buck Run	Buck Run Coal Co.	428	---	---
Oakley	Wm. Cook	1,886	1,116	151.5
	Total	5,172,530	4,520,435	

TOTAL OF ALL DISTRICTS:

Production............................ 59,684,133
Shipments............................. 53,447,900

LABOR MATTERS

The attention of the entire anthracite region has been absorbed during the last three months by the effort of the United Mine Workers to gain a number of concessions. This started several months ago when the leaders commenced a campaign of speechmaking in the hope of arousing the men to the required pitch and continued until the convention of the delegates at Shamokin, which commenced on March 18. At that time the men had been inspired to believe that they were suffering from a number of grievancesand that a strike would win them a great many concessions.

The convention, after a week's uncomfortable discussion, sent a committee of four to New York. The usual threat of a general strike accompanied them. The operators had been found firm in their stand not to recognize any committee, except men in their employ, and refused to receive the union officials in joint conference. The committee then appealed to the Civic Federation to intervene and prevent the strike which they threatened. The Civic Federation requested several prominent operators to appear before its committee. There the miners' representatives, John Mitchell, President of the National Union, and District Presidents Nichols, Fahey and Duffy appeared also and presented their case. It was agreed to hold another meeting during April, and the mine workers thereupon postponed action on the resolutions declaring a strike, for thirty days.

The most significant fact about the entire situation is, that if allowed to vote on the question of retaining the present conditions and continuing to work as they have done during the past year, or of striking in an effort to gain concessions, a majority of the men would vote against a strike. The strike fever has been aroused by the persistent talk by paid officials, who foolishly assert that the operators must give in to the union, grant increased wages, and less working hours, without decrease in pay. But the influence of the conservative miners has been felt in the convention hall, for there was a distinct opposition to radical steps being taken. This opposition overruled those who wished to declare a strike at once and sent the committee of national and district presidents to New York. It is doubtful if any of the officials desire a strike. If they did they could have declared one long ago. They are shrewd enough to see that their positions are secure as long as they make a showing, either by gaining something or trying to gain something. A strike would make or break the union, and they do not want to take the risk. Again, there is not enough in the national treasury of the union to keep the 143,000 organized members in the anthracite region for ten days if they asked the union for aid.

All the business interests of the region are opposed to a strike, because it is not believed the mine workers have ground for one. The offer of the operators, made early in March, to continue the present rate of wage for another year, was considered generally as very fair, especially as it was accompanied by the assertion that the companies were always willing to receive committees of their own employes as heretofore.

The convention convened in the opera house at Shamokin on the afternoon of March 18, National President Mitchell presiding. A spirit of discord was at once apparent. The following day, President Nichols of the First district announced that his men desired payment of coal by weight and were prepared to strike to obtain it. President Barrett and Secretary Mullahy of the Stationary Firemen were admitted and explained the position of the firemen, many of whom have joined the mine workers, and ultimately it was decided that the firemen's demand for an eight hour day, without decrease in pay, should be embodied in the demands of the miners. The question of a uniform scale came up for discussion and occasioned much feeling, owing to it impractical nature. Delegates from the First district argued for pay by weight, and those from the lower district, by the yard. A resolution that each district be given a scale committee of seven to draw up a report was finally carried on the explanation that all three reports would be embodied in one. The convention then went into executive session, and President Mitchell read the letters of refusal, received in reply to requests, that the operators meet the union officials and the miners in a joint conference. The third day was spent in discussing grievances and the question of asking for a check weighman and conducting co-operative stores.

On Friday, the important report of the wage scales committee still being delayed by inability to agree, the plan for raising a fund with which to build a monument to the strikers killed at Lattimer on September 10, 1897, was endorsed, and a committee appointed to carry out the project.

On Saturday, the wage scales committee reported and an effort was made to have the reports adopted, but there was so much diversity of opinion and such differences between the men of each of the three districts that no conclusion was reached. It was finally decided, as the only way to settle the difficulty, to give the whole matter into the hands of President Mitchell and District Presidents Duffy, Fahey and Nichols, to report upon on Monday.

On Monday, after a brief session, the report was adopted, and President Mitchell issued the following official statement of the outcome of the convention:

> "Our convention to-day unanimously adopted the recommendations submitted by a special committee composed of the district presidents and vice-presidents and myself. The resolution recites the effort made by the representatives of the anthracite mine workers to secure a joint conference; calls attention to the repeated violations of the promises conveyed in their notices, posted one year ago, as well as their failure to carry out the verbal understanding reached with the representatives of the coal carrying railroads last March.
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> "The resolution also calls attention to the wage scale, which was drafted and unanimously adopted by the convention, the essential features of which are: A shorter work day; a minimum day wage scale; uniform increase in wages, and the weighing of coal wherever the physical conditions of mining would make it practical.

"It further explains that upon investigation it is found the average annual earnings of the anthracite mine worker is considerably less than any other important American industry, while the number of fatalities and injuries, in proportion to the number of persons employed, is greater than in any other industry.

"The resolution then declares that the mine workers cannot, with honor to themselves or in justice to those dependent on them, continue at work during the coming year under the present low wages and indefinite conditions of employment, and provides for a general suspension of work, to take effect upon a date to be designated by the executive boards of Districts 1, 7 and 9.

"It provides, however, that before resorting to such drastic measures, and with a lingering hope for a peaceful solution of the perplexing problem, an appeal be made to the executive committee of the industrial department of the National Civic Federation. Should the Civic Federation refuse to act or should they fail in their efforts to effect a satisfactory adjustment prior to April 1, and if after that date negotiations are still pending, all anthracite mine workers, except those necessary to keep the mines in repair, shall remain away from the mines, strippings, washeries and breakers on Tuesdays, Thursdays and Saturdays of each week. Should a strike take place no settlement will be made in any separate district and will not terminate until it has been officially declared ended by a convention representing the three anthracite districts. The committee to negotiate with the Civic Federation has not yet been appointed."

The following day the committee, comprising Mitchell, Nichols, Duffy and Fahey, went to New York City.

On the first day of April the mine workers were ordered to remain away from work, the union officials declaring it to be a holiday for the purpose of celebrating the eight hour day movement as gained in the soft coal fields. All the collieries were closed, but there was no celebration at any place. The mine workers had been secretly notified on the preceding Saturday and Sunday that the order would be issued and had been carefully instructed by the officers to obey without question. The operators took it as an effort to impress them with the strength of the union and its ability to order all its men out and close every colliery. They made no opposition to it and the shut down ensued.

The three months since the opening of the year were marked notably by trouble at the Avondale, Pettebone and Woodward collieries of the Delaware, Lackawanna & Western Railway Company in the Wyoming Valley. The firemen at these mines were ordered on what is known as a swing shift, working one Sunday ten hours single shift, and the following Sunday two shifts of seven hours each. They were offered a pro rata increase of wages. At each colliery the firemen refused to obey the order, and were discharged. At the Avondale, the mine workers struck in sympathy. At the Woodward and Pettebone, the mine workers were locked out, it being apparent that they would strike also. This was the situation now for four weeks. The company is finding no difficulty in keeping mines in condition, as there are plenty of workers to be had.

On March 29, the engineers employed at these three collieries were ordered by the United Mine Workers to strike. They refused and stated that they had signed a contract with the company for a year at $78 a month, an increase of two dollars. They declared their intention of maintaining the contract. This has disturbed the United Mine Workers, as they have claimed that most of the engineers had affiliated with them. A few locals have, but the majority still preserve their individual organization, as do the firemen.

The Delaware & Hudson Co. issued the swing shift order and the firemen they employ obeyed it, getting their increase in salary but refusing to sign any contract.

Since the above was written the strike has taken place. At first quietly, and now with the attempted, and often actual, violence which may invariably be expected from the rougher class of these men who resent the control of the officers of their organization or of the law. It is fortunate that immediate financial and political considerations have been set aside at this juncture, since the situation is simplified to the vital question of whether the owners of the collieries are to be permitted to operate them according to their judgment and the demands of commerce and industry, and to freely engage any person seeking employment, or, whether an irresponsible union which has shown its inability to control the actions of its members; which avoids the reach of the laws of this country by its refusal to become an incorporated body; which has neither the knowledge nor experience to enable it to judge the all important commercial problems of mining, transporting and marketing anthracite coal, shall be permitted the absolute authority to dictate the hours which shall be given to work, the amount which must be paid and, above all, in open violation of the fundamental rights given every citizen by the Constitution of the United States, and that of each state, to say that this man may, or that man may not, be allowed to work.

NOTES.

The Northern Anthracite Coal Co. is erecting a big breaker at Lopez with a capacity of 1,200 tons a day.

Henry S. Fleming, for some years Secretary and Treasurer of the Anthracite Coal Operators' Association, has opened an office for engineering work at No. 1 Broadway, Room 114, New York City.

The Lehigh Valley Coal Co. expects to build a large breaker at the northern limits of Mt. Carmel. It will prepare the coal from the Sioux and the Columbus collieries.

The Avoca mine of the Florence Coal Co. has been purchased by the Hillside Coal & Iron Co. The property consists of two mines and one breaker.

Calvin Pardee, owner of the Lattimer colliery, has transferred his interests to his children, and they will conduct the mine under the firm name of Pardee Bros.

The Lehigh Valley Coal Co. is preparing to drive a tunnel in the No. 2 Yorktown, East Buck mountain gangway, which was stopped two years ago.

The Temple Iron Co. is rushing work on the Northwest breaker at Carbondale. It is to have a capacity of 2,000 tons a day. It takes the place of the large breaker there, recently destroyed by fire.

J. S. Wentz & Co. of Hazleton have found a big vein of coal in the Porter swamp near Eckley. It runs from twenty-three to thirty-eight feet in thickness. An area of three miles will be stripped.

There is much activity in the Hazleton region with the coming of spring, and many new openings are being made, while there are in preparation several large stripping operations. A number of foreigners are entering the region, and many will get employment on the new work.

The new Auchingloss breaker and shafts of the Delaware, Lackawanna & Western Co. near Nanticoke are nearly completed. The entire plant will be run by electric power, and the slate will be picked by spiral pickers. There are twenty-five of them with a capacity of sixty tons each a day. It will be the first entirely electrically equipped mine and breaker in the region.

The big tunnel driven from the Beaver Meadow colliery through Quakake mountain to the creek has been completed, and was opened in January. This will open for operations a large portion of Coxe Bros. & Co.'s mine, which could not be reached before, owing to the water, and will save much in pumping operations. It is to be further extended to the No. 2 Beaver Meadow colliery.

Considerable loss was caused both mine owners and workers by the floods since the first of the year. Several of the mines were idle four and five weeks, and after the disastrous flood of March 1st few were able to operate for a week. Those which were uninjured were unable to get cars, as all the railroads were crippled. It took the Lehigh Valley a month to repair its main line so trains could run between White Haven and Penn Haven, and this so choked traffic on the other branches that there was a serious congestion. The collieries in the Hazleton region suffered most from the flood of December 16, and the storms and the thaws which followed, and some of the strippings were idle for two months afterward. All these mishaps made the output, since the first of the year, much less than it would have been had the mines been able to work.

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The strikes during the last three months were not numerous, and, aside from those at Woodward, Avondale and Pettebone mines, were not serious.

The Nottingham strike of the Lehigh & Wilkes Barre Co. miners was the most interesting. It lasted six weeks, and ended in the company agreeing to replace the two men discharged. They had lost their positions because, while acting as a union card committee, they had been impudent to one of the foremen. The discharge and the strike followed. An effort was made by the executive committee of the District mine workers to see Supt. Richards, but he refused on the ground that they were not employes of the company. He did, however, receive a committee of the employes, and after several conferences the difficulty was adjusted.

The union card committees which caused trouble at several of the mines because the companies refused to allow interference with their workmen during working hours, have been abolished, and the mine workers have adopted a button, which all who are members of the union and in good standing, are supposed to wear. The buttons will be renewed every three months upon the payment of dues, and it will be possible, as the colors will be changed each three months, to readily discover who are union men, and who are not.

A strike occurred at the Buttonwood colliery of the Parrish Coal Co. on January 9 and lasted four days. It was due to the refusal of the union men to work with some non-union employes. The latter joined the union and work was resumed.

The Nanticoke local, comprising some five thousand men, gave the non-union men three weeks in which to join the union, and threatened to strike at the end of that time unless all the workers were union men. All were not when the time expired, and they will now wait until the first of May.

In January a small strike occurred at the Grassey Island colliery of the Delaware and Hudson Co., because a couple of employes were discharged. It ended in four days without the men being reinstated.

The mine workers at the Coleraine colliery of A. S. Van Wickle & Co. were out for a week, because some non-union men were employed. Some of these joined the union and others left the region.

The drivers at the Hampton colliery of the Hillside Coal & Iron Co. were on strike for several days, having a grievance about the register system, which was finally adjusted.

A strike at the Hickory Ridge colliery of the Union Coal Co. was caused by a complaint that a clerk did not treat the men properly. After being out several days the men were ordered by the union to return.

Eight hundred miners of the Derringer colliery of Coxe Bros. & Co. were idle on Good Friday without permission, and on Saturday when they returned for work they were told there was none for them. They are still locked out.