

production were the means of saving many bituminous coal producers from bankruptcy and were giadly welcomed. There is now grave danger of the same condititions recurring. At the rate the kets, no extraordinary effort is needed This matter will probably come up for consideration in the new association of railroad coal shippers in the new have been formed in other states and have been have been formed in other states and are favorable to the plan. All see the necessity of such an arrangement conducted similar to the plan of the an-thracite shippers, but they falter at the task of bringing the producers together. To begin with, other radical reforms would have to be made, and inflexible conditions made for a very wide territory, with exceedingly di-verse interest Should the operators make the effort, however, and fail, there is a probability that production will be shut off periodically by the miners through their national organization. They realize as well as the operators that unlimited production leads to the demoralization of prices and wages, and a half sea-son under conditions which enable them to live decently is better than a whole season during which they starve. They were so down-trodden last year that they considered that it was better to starve while striking than starve while working. Under an intelligent leadership such as the miners now have and a thorough organization in the bituminous coal field the plan as proposed is not entirely out of the range of accomplishment. The strike during spring d-monstrated the bene-ficence of periodical stops. It would be unnecessary to carry things to an extrems and inconvenience the commerce of the country, as was done during the strike, but to carry the suspension to the point where it becomes necessary to readily supply the markets. This is the plan contemplated by the miners if the operators should fail. It is not the purpose to squeeze the coal consuming public, but to obtain a price fairly remonerative on the capital invested, and to the labor employed."

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