

HOW COAL SUPPLY WAS CARED FOR DURING STRIKE OF MINERS

Uncle Sam Set Up His Own Coal Pile as Soon as Strike Began and Kept Replenishing It From Mines Which Continued to Work—Nation Able to Last Out the Six Weeks Through Efficiency of Government Control.

By BRUCE CLAGETT,
Assistant to Director General of Railroads.

I have the thought that the people of the United States would like to know how their coal supply was handled during the six weeks' strike of bituminous coal miners, which has just come to an end. This was the first nation-wide coal strike the country ever experienced, and therefore the problems arising were novel. Necessarily, during the continuance of the strike, the exact stocks on hand could not be made public at all times, although as to all vital facts, the public seems to have been kept fully informed day by day. Uncle Sam set up his own coal pile as soon as the strike began and kept replenishing it from the mines which continued to work, but meanwhile the pile was being diminished more rapidly than new supplies were coming in, and before long it became a question of keeping people warm rather than what industries should be continued. Had the strike continued much longer many industries would have had to shut down and people thrown out of work, but on the restricted basis to which the country finally came and with the part-time production obtained undoubtedly the nation could have "carried on" for weeks longer, if not months.

Strike Anticipated.

Several weeks before the coal strike began on November 1 its coming was plainly apparent, and therefore the director general of railroads, Walker D. Hines, consulted with all the regional directors of railroads and the principal members of his staff, and decided that if the strike came it would be the job of the railroad administration to make the coal produced go as far as possible. After thorough discussion the plan was adopted of allowing all coal mined up to the time of the strike proceed as billed to consignees on the idea that once the strike actually began the railroads could look after their own and the emergency needs of the country by taking over coal actually on the rails at that time. Through this method foresighted consumers were placed in a position to store up. The alternative method would have been for the railroads to have begun to buy coal early in preparation for the strike, thus keeping such coal out of normal channels.

Prior to the strike a very careful survey of stocks on hand, both of railroads, industries and individuals (as far as possible) was conducted so that the railroad administration went into the strike with as accurate knowledge of the coal situation throughout the country as was obtainable. The administration's original survey on November 1 showed 22,000,000 tons of bituminous coal on wheels and in railroad storage subject to distribution under the administration's supervision. To this was added the daily production which totaled 18,800,000 tons in November, and of the aggregate the stocks still available for the country's protection on December 1, 12,300,000 tons and on December 8, 11,475,000 tons.

Prior to the strike orders were issued by the railroad administration to give preference to coal loading, and this naturally resulted in hardship on some industries. The result was however, that in the week ended October 25 a total of 13,200,000 tons of coal was produced and moved in the United States, this constituting a record for the country. It took hard work by everyone concerned to distribute this enormous amount of coal. Once the strike was on, the production never reached 50 per cent of normal, with the result shown above, viz., that in addition to using the production every day, the stored coal in possession of the railroads was depleted in the six

weeks of the strike from 22,000,000 tons to 11,375,000 tons.

Pile Saved Country.

At times during the strike some complaints were made regarding the holding of this coal in storage and on wheels by the railroads. Without such a storage, however, the country would have suffered much more than it did, and it would have been impossible to have looked after the emergency requirements of the parts of the country in greatest need. Throughout the strike practically all of the coal moved was produced in West Virginia and Pennsylvania, although some coal was produced in Kentucky, Alabama and Wyoming and a few other states. The great central competitive fields, however, closed down completely and outside of the stocks on hand the people in that territory had to depend entirely on the coal from the East and upon the coal in the hands of the railroads to meet just this emergency.

At the beginning of the strike coal was delivered freely to all of the ten classes on the fuel administrator's priority list, but soon afterward it was necessary to restrict deliveries to the first five classes, which included railroads, army and navy, together with other departments of the government, state and county departments and institutions, public utilities, and retail dealers, and toward the end of the strike it was difficult in some parts of the country to meet even these requirements, due to the fact that principally in the middle West the stocks became almost exhausted and it was necessary to depend practically entirely upon the coal produced in the East. The amount which could be shipped West was limited, not by car supply, but by transportation facilities and the necessity for moving this coal West was one of the reasons for the curtailment of passenger service in all parts of the country, which naturally led to some hardships and some complaints.

With regard to these complaints, a careful survey shows that, taken as a whole, the country has stood remarkably well the restrictions which had to be placed.

The action of the government during the strike which caused the greatest comment was the placing of restrictions in connection with the use of bituminous coal and coke in supplying light, heat and power to stores, office buildings, manufacturing establishments, etc. These regulations were put into effect by the railroad administration on the advice of the central coal committee and under authority of the fuel administrator. They were put into effect primarily as a coal conservation measure and because prior to their issuance local regulations, sometimes more stringent than these regulations, had already been laid down in many sections of the country. Prior to the issuance of these regulations the fuel administrator had issued a request that coal for light, heat and power be conserved as much as possible. Just as soon as the Indianapolis settlement was reached the attorney general, following out a prior arrangement, immediately notified the railroad administration, and plans were at once begun to modify restrictions, with the result that within two days after the strike was formally ended, instructions were issued to regional directors permitting them to remove the restrictions as to the furnishing of light, heat and power, and also permitting them to restore passenger trains which had been taken off as a coal conservation measure.

The receipt of the word from Indianapolis was also the signal for the releasing of instructions already prepared for the turning of empty coal cars towards mines which were expected to begin operation in order to transport the maximum production of all such mines at once.

Probably there was never a more unique organization ever set up in the United States than the central coal committee of the United States railroad administration at Washington, which throughout the strike had complete control over the distribution of coal mined and over supplies of coal in storage and on wheels on the railroads when the miners stopped work. The committee had back of it all the power of the fuel administration under the Lever act. There was no precedent to go by. Being bound by no precedents, it could go ahead in a common-sense way and that is exactly what it did.

Harry B. Spencer, director of division of purchases of the railroad administration, formerly vice president of the Southern railroad, and a man of long experience in dealing with coal questions, was given the unenviable job of handling the situation as chairman of the central coal committee. Before the strike actually began, he had his assistants all picked, his plans all made, his orders written and everything prepared to take charge. Therefore, the evening of October 31 Dr. Harry A. Garfield, the fuel administrator, who had tendered his resignation months before, but whose resignation had not been accepted and whose powers had only been suspended, not annulled, was called back into service and issued an order re-establishing control over the distribution of coal, making the director general of railroads his agent, and re-establishing the priority orders in effect during the war. At the same time, and to prevent profiteering, the fuel administrator issued orders re-establishing the government maximum prices on bituminous coal. The day the strike began Mr. Spencer put his organization into effect throughout the country, and from then on the problem was one of distributing coal and looking after the constantly decreasing stock of the country.

On the Job Every Day.

The committee remained in practically continuous session every day of the strike, including Sundays, and as rapidly as telegrams and letters came in, took immediate action.

Back of this committee and co-operating closely with it have been regional and district local coal committees, picked in advance of the strike and established immediately after the strike began. On these regional and local coal committees has fallen a very large share of the burden of handling the coal distribution problems from day to day, and it is to the credit of these committees that they have had a minimum of clashes with state or local authorities when it is appreciated that on these committees fell many of the duties exercised by the fuel administration through the war and when it is appreciated that these committees always were limited in what they could do by the stocks of coal on hand, it will be realized that their work was of the most difficult character.

One of the chief difficulties in the situation was the fact that conditions throughout the United States were so widely different that it was apparent that it would be impossible to deal with all sections of the country alike. Therefore a great deal of responsibility was left with the regional directors of railroads and with the regional and local coal committees. However, some general principles were laid down immediately which were followed in a general way throughout the coal strike. The preliminary rule was laid down that no coal should be given to any consumer who had a reserve supply, and that coal should only be given to meet emergency needs.

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In order to avoid long distance communication, the rule was set up that persons desiring coal should make application on the road ordinarily supplying them with coal and in order that the central coal committee should be kept constantly supplied with information machinery was set up under which each railroad should promptly report to the central coal committee and to the regional coal committee the name, title, location and telephone address of the representative of that railroad in whom the whole coal question would be centered for that railroad.

Summed up, the result of the handling of the coal supply of the nation by the government has been that with a mobile supply at the beginning of the strike of 22,000,000 tons of coal at the disposal of the entire country, and a production which never reached 50 per cent of normal, with cold weather existing in most parts of the country during part of the strike, and blizzards in some parts of the country throughout most of the strike, the nation was able to last out six weeks with very little actual lack of coal by householders, with practically all public utilities supplied with sufficient coal to meet emergency needs, with very few industries actually closed down, although many would have had to close down had the strike continued much longer and with a reserve stock in the hands of the railroads at the end of the strike of more than 11,000,000 tons of coal which was available for emergency railroad needs and for the emergency needs of governmental institutions, of public utilities and retailers supplying coal to domestic consumers.

POP GEERS IS GREATEST OF REINSMEN AND HAS HAD LONG AND INTERESTING CAREER



Veteran Driver and One of His Pets.

Edward Franklin Geers, more popularly known as "Pop," was born three miles from Lebanon, Tenn., January 25, 1851. He has appeared in races before more people than any man who ever sat in a sulky, the number at Charter Oak Park, Hartford, alone being over a million. He has also won more races than any man who ever followed the profession in which his name will always be a leader.

Won by Merit.

For all time Geers' name will be linked with that of Budd Dobie and Charles Marvin. Each of them earned their laurels by following the hard and narrow path that bears the old-fashioned label of integrity. By merit and fair dealing they made their way to the front and remained there as fixtures during the balance of their careers.

While time performances were the stepping stones upon which both Dobie and Marvin mounted the pedestal of fame, Geers made himself near and

dear to the race-going public by gathering his laurels in stubbornly contested races, many of which were in doubt to the last stride of the last heat. He also had his champions in Hal Pointer, Robert J. The Abbot, and The Harvester, while the triple team record of 2:14 which he made with Belle Hamlin, Globe and Justina at Cleveland in 1891 will in all probability remain unchallenged forever.

Fame Is Assured.

There are others on the way, but if Geers should never draw a rein over another horse his fame is secure. The pegs were driven home by Mattie Hunter, Brown Hal, Star Pointer, Hal Pointer, Hal Dillard, Fantasy, Robert J. Hamlin's Nightingale, Joe Patchen, Lady of the Manor, Lord Derby, The Abbott, Heir at Law, Billy Buck, Direct Hal, Anvil, Etawah, Dudie Archdale, The Harvester, Napoleon Direct, St. Frisco, Single G., Goldie Todd and this year's babies, Molly Knight and Duette.

ORA MORNINGSTAR IS SCIENTIFIC PLAYER

His Opinion on Manner of Making Billiard Shot Held High.

He is Versatile and Not Especially Better in One Department of Game Than in Another—He is Most Graceful Player.

Ora C. Morningstar is the most scientific of the professionals playing today. Other professionals have been heard to say that they would rather take his opinion as to the theoretically correct manner of playing a shot than that of any one else. He is versatile and not especially better in one department of the game than in another.

Possibly he may be a little too technical in match play and try to play too perfectly, like just dropping on the red ball and trying for extreme edges. He is capable when in perfect stroke and conditions are just right of playing the most scientifically correct billiards of anyone. In a match in Detroit with Welker Cochran last year Morningstar, playing 18.2, ran 165 in the upper left-hand corner. At no time during the run was any ball separated from the others by more than 24 inches. Not a ball hit the top rail or the right-hand side rail. All the work was done by the balk line at the head of the table. Cochran



Ora Morningstar.

said it was the most scientifically correct and perfect billiards he had ever seen.

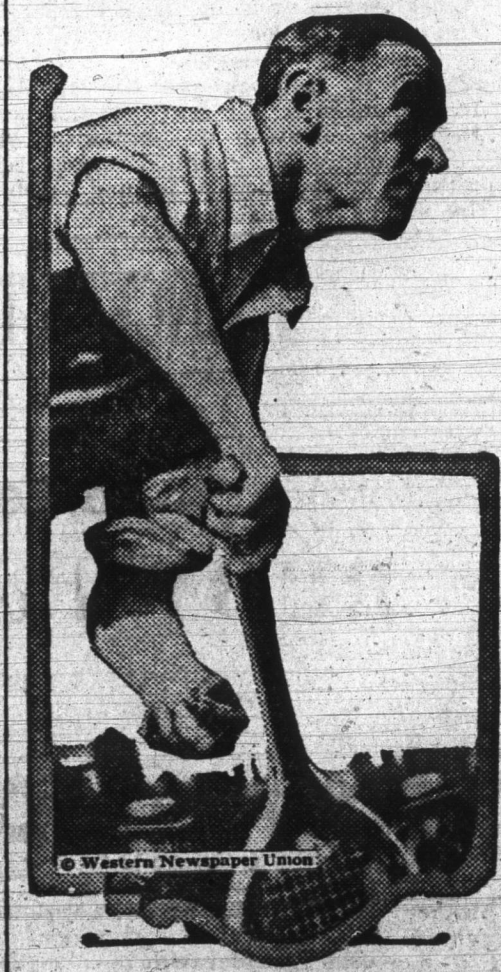
Morningstar uses a 22-ounce cue, 55 inches long. He uses quite a long stroke, depending more on the forearm rather than the wrist for action. His stroke is smooth and rhythmic, a sort of fluid stroke, and is delightful to watch.

If Morningstar had not elected to take up billiards as a profession he would probably have become even more famous as an artist, as he has painted several pictures that have received especial commendation from competent critics. He has held both the 18.1 and the 18.2 championships.

HURRICANE AT TENNIS GAME

Gerald Patterson, Australian Star, Learned Much of Pastime From Norman Brookes.

Gerald L. Patterson of Melbourne, Australia, learned much of his tennis from his fellow townsman, Norman E. Brookes, former world's champion. Although Patterson is only twenty-three years old, his playing was the sensation of the English and Continental tournaments where it won him the



Gerald Patterson.

nickname "Hurricane." He possessed a fast service of the type that distinguished McLaughlin and remarkable ability at the net. The English critics found some fault with his groundstrokes, but judging from his victories abroad these did not constitute a serious weakness.

INTERESTING SPORT PARAGRAPHS

Toronto has no building suitable to hold indoor track meets.

Amherst has recognized soccer and hockey as active sports.

Pay of Pacific Coast league umpires has been raised from \$250 to \$300 per month.

How many can recall right offhand who was the great hero in that world series?

Charley Mullen has been succeeded by Clyde Wares as manager of the Seattle club of the Coast league.

Wellington Brothers '21 has been elected captain of the University of Wisconsin varsity cross-country team for 1920.

George Burns, the Giant outfielder, is on an automobile tour of the middle West with "Slim" Salee, the Reds' left-hander.

Foster Sanford, Rutgers coach, is one of the rumored successors to Fred Dawson, Columbia football coach, who has resigned.

Polo will be recognized and adopted as the official army sport, according to the announcement of General March, chief of staff.

Elected by unanimous choice of the 17 football "I" men, Elliot Risley, giant lineman of the varsity football team, will pilot the Indiana eleven next season.

It won't be long now until the hold-out crop begins to bear fruit. Most of the clubs are preparing their new contracts, to be mailed out the latter part of next month.

Nebraska football team has offered to go to Annapolis next year for a game with the Naval academy team. Penn and Princeton are also mentioned as probable opponents for Annapolis.

If John McGraw really wants to trade, he won't have any trouble in getting rid of Benny Kauff. Benny and Jawn, so reports have it, have about reached the parting of the ways.

Arthur Callahan, brother of John Callahan, captain of the Yale 1919 football team, and Capt. Harry Callahan of the Princeton eleven, has been elected captain of next year's football team at the Lawrence high school.

Bill Carrigan, former manager of the Red Sox, may become part owner of that club if a plan now in the making goes through. Several Boston men want to buy the club from Harry Frazee and have interested Carrigan in the deal.

BAKER DETERMINED TO QUIT

Manager Huggins Expresses Belief That "Home-Run" Star Is Sincere in Declaration.

Frank Baker may not play third base for the Yankees next year, Manager Miller Huggins, in mapping out his 1920 campaign, announced his be-



Frank Baker.

lief that the former "home-run" star is sincere in his statement that he is going to retire from the game.

RECORD FOR MAJOR LEAGUES

Washington American Team Believed to Have Set Mark for Consecutive Playing in 1919.

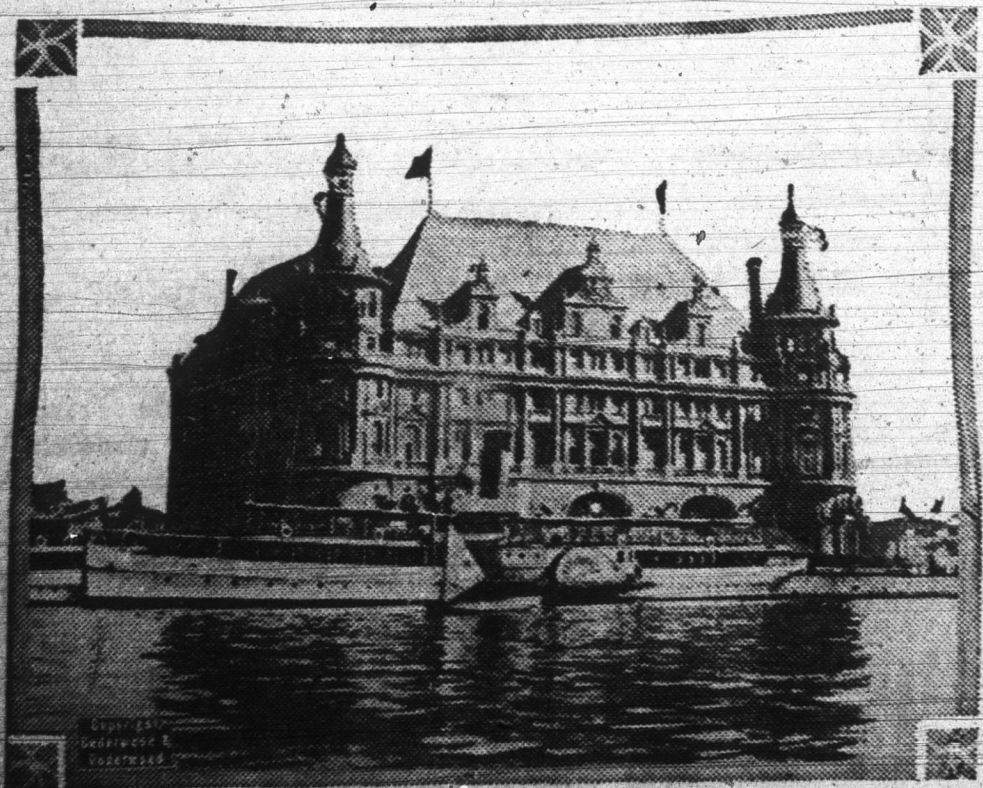
What is believed to constitute a record for major leagues has been established by the Washington club in the matter of uninterrupted playing. The calling off of the final game in the recent Cleveland series because of rain was the first postponement the Senators had encountered since May 23. After that date, which was just one month after the season opened, the Griffins participated in every scheduled contest and a number of games postponed prior to that date as well, including two tie games at the Polo grounds. In eighty-three days Washington averaged one game a day, exceeding half of the schedule of 140 games by thirteen.

CHARGE OF CANADIAN GAMES

Amateur Athletic Union Appoints Committee to Supervise Entries for Olympic Events.

The Canadian Amateur Athletic union has appointed the following committee to take charge of the Canadian Olympic games entries: J. G. Merrick, Toronto; D. Bruce McDonald, Toronto; P. D. Ross, Ottawa; Col. Fred J. Trees, Montreal; Morton H. Crowe, Toronto, secretary.

ONE OF THE THINGS WILHELM COVETED



This is the great terminal in Constantinople of the Bagdad railway which loomed so large in the schemes of the Kaiser for domination of the East.