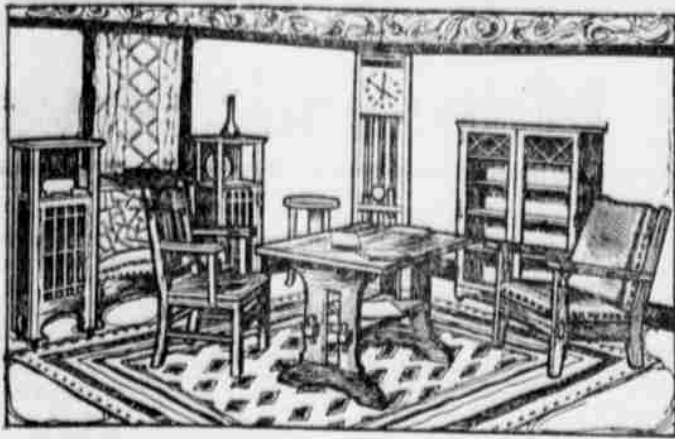


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COAL AND COKE MOVEMENT

WASHINGTON, D. C., Dec. 21.—Heavy shipments of anthracite and a satisfactory volume of bituminous coal shipped by rail, sea, and river during the 10 months of the present year, are shown by the figures of internal commerce, just made public by the Bureau of Statistics of the Department of Commerce and Labor.

Anthracite coal shipments during October from eastern producing territory aggregated 6,269,179 long tons, a total exceeded only once during the present year and once before in March, 1909. The total for the 10 months, 57,645,558 long tons, is the largest total on record for any 10 month period. The October shipments of hard coal from the ports of New York, Philadelphia and Baltimore, aggregated 1,523,264 long tons, compared with 1,417,111 long tons in October, 1910. The quantities of anthracite coal shipped at these three ports during the 10 months of the present year totaled 13,735,018 long tons, compared with 12,849,394 long tons in 1910.

The combined soft coal tonnage of ten eastern railroads for October is given as 13,344,667 short tons, compared with 12,863,934 short tons in October, 1910. The same carriers report the soft coal tonnage for the 10 months of the present year as 113,381,803 short tons, as against 112,294,031 short tons for the 10 months of the past year. A similar increase is shown by the October and 10-month figures of bituminous coal shipped at the five principal Atlantic coal ports. The total for the month,

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2,367,384 long tons, shows a normal increase over the October, 1910, figures. Substantial increases in the quantities of soft coal handled during the 10 months of the present year are reported by all the ports except Newport News, the increase being especially heavy in the case of Norfolk. The combined 10 months' figures for the five ports were 22,316,286 long tons, as against 21,508,798 long tons, in 1910.

Domestic lake shipments of hard coal for the 10 months of the present year are given as 3,722,741 short tons, compared with 3,570,553 short tons in 1910. Like shipments of soft coal totaled 14,986,653 short tons for the 10 months of the present year, as compared with 16,251,819 short tons reported for the same period in 1910. Of this total 14,232,610 short tons were shipped from Lake Erie ports and 492,351 short tons from Lake Michigan ports. Of the coal received by lake during the present year 8,365,384 short tons were landed at Lake Superior ports; 5,704,570 short tons at Lake Michigan ports, and 442,522 short tons at Lake Huron ports. This total is exclusive of 1,814,051 short tons of bunker coal supplied to vessels in the domestic and foreign trades, and of the considerable quantities of coal shipped to Canadian lake ports, chiefly on Lake Superior.

The river movement of coal on the whole appears to have been heavier than last year, though the 10 months' figures for the Monongahela River, 7,486,145 short tons show a decrease from the corresponding 1910 figures of 8,020,333 short tons. As against this decrease the figures for Davis Island dam show a large gain from 1,580,295 short tons to 2,387,270 short tons; the figures for the canal and Ohio Falls at Louisville an equally large gain from 875,222 short tons to 1,260,667 short tons, and the figures for the Kanawha River a gain from 1,020,640 short tons to 1,067,340 short tons. Conditions, however, are by no means uniform all over the country: Thus, for instance, the quantities of coal shipped by rail from Ohio mines for the 10 months of the present year as reported by the Ohio Coal Traffic Association, were 14,959,548 short tons, compared with 17,330,664 short tons in 1910. Coal receipts at St. Louis declined from 7,265,026 short tons for the 10 months of 1910 to 6,020,034 short tons for the 10 months of the present year. The coal tonnage in the Southwest, including the states of Missouri, Kansas, Arkansas, and Oklahoma, shows a considerable gain over the coal tonnage in 1910, when owing to labor troubles the operation of practically all the mines in that section ceased, the figures for the seven months of 1911 being 5,929,030 tons, as against 4,551,534 tons in 1910.

The coke traffic for the 10 months of the present year shows a considerable decline, owing to the smaller demand of the iron furnaces. The Connellsville output for 43 weeks of the present year is given as 13,245,3 short tons, compared with 17,481,811 short tons for the corresponding period in 1910, the shipments showing a corresponding decline from 512,820 cars to 399,422 cars. The quantities moved by ten eastern carriers to the end of October show a similar decline from 19,998,472 short tons to 16,364,687 short tons. The unsatisfactory state of the coke trade reflects to a large extent similar conditions in the iron trade. The production of pig iron for the 10 months of the present year, 19,270,008 long tons, was 16 per cent below the corresponding 1910 figures, though the October output, 2,102,147 long tons, was slightly in excess of the output in 1910.

Domestic exports of coal for the 10 months of the present year were composed of 11,643,931 long tons of bituminous and 3,016,127 long tons of anthracite coal, as against 9,105,787 long tons of bituminous and 2,483,413 long tons of anthracite coal exported in 1910. The quantity of bunker coal supplied to vessels in the foreign trade at all American ports during the same period was 5,570,548 long tons, compared with 5,417,517 long tons in the past year.

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Through the orchard on the hill,
Milton's pen is laid aside,
Titian's brush has long been dried;
Not an earthly thing concerns
Byron, Shelley, Keats or Burns;
But the sun retains his glow
And the seasons come and go.

Babylon is dark at night,
Troy is buried out of sight;
Carthage has no hungry mobs,
Memphis with no vigor throbs,
But, though they lie under slilt,
There are cities to be built.

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They are dead, but why complain?
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