

HOW U.S. IS CAPTURING WORLD'S COAL MARKET

Competition is making British Coal Owners Think Furiously—
American Coal Fields are More Extensive Than Those of the
Old Country—Greater Use is Made of Machinery, and Pro-
duction is Speeded Up.

(By Hugh Dryden, staff correspondent of the Cross-Atlantic Newspaper Service)
London, Oct. 19.—Comparisons made here between the working methods and conditions of the coal industry of America and Great Britain show why the former's competition is such a serious fact in Britain's economic life, and is making the British coal owner think furiously.

In the first place the United States' coal fields are far more extensive than Great Britain's. In 1918 they yielded 678,000,000 tons, and could easily be made—even as they are worked at present—to produce between 700,000,000 and 800,000,000 tons a year. During the first half of the present year the United States has exported 14,000,000 tons. England has never produced more than 287,000,000 tons in any year (1913), when she exported 73,000,000 tons. Her output for the present year

The result is that France, Italy, and the Scandinavian countries—the latter have hitherto looked almost exclusively to Britain for their coal—must turn to the United States. But worst of all would be the loss of the South American market. "If only we could increase our output even of coal by 10,000,000 tons a year," one of the leading coal-masters said, "the effect on the whole of the industries of the country would be enormous."

Man to man, the miners of the United States produce coal nearly three times as fast as the miners of the United Kingdom. This is not altogether the fault of the British miner; American mines are not so deep as the British mines; nearly 60 per cent of them are drift mines. Moreover, the condition of British mines electri-

city cannot be in them to the same extent. The result is that whereas the coal at the United States mine is hauled by electric cars, carrying about two and a half tons apiece, here coal is pushed along in tubs, which contain just over half a ton apiece.

But beyond this, the American mines use machinery to a much greater extent than the British mines. There were well over 18,000 mechanical cutters being used in the American mines last year, producing something like 56 per cent of the whole of their coal output. There is nothing like that proportion of cutters here, and cannot be, owing to the comparative thinness of the seams, which makes it impracticable in many cases to work mechanical cutters on them. Still, with these allowances made, England is far behind the American standard, though British mines are slowly getting a few more cutters at work.

Conditions in Great Britain being as they are, Britain must fall back to a large extent on the personal energy which the miners put into the work. The natural incentive is payment by results, which is the basis on which American miners work, in addition to the mechanical and other advantages which they enjoy, and which largely account for their huge output. The result of all these conditions is that the cost of production of American coal is absurdly small in comparison with British.

Yet the British coal exporter has one substantial advantage in relation to the French Atlantic ports for 130 shillings up to 140 shillings a ton. c.i.f. American coal is being delivered in France at \$28.50 a ton, c.i.f.; or in English currency at about 152 shillings a ton. England can do it cheaper, of course, because of the distance from which the American coal has to be

For the Protection of the Public

The Trade Name—

"SALADA"

Is printed on Every Genuine Sealed Packet, which guarantees the Quality and Value of the Contents

— TRADE WITH YOUR EYES OPEN — 8671

RAIDS ON MAIL IN IRELAND

(By Sydney B. Cave, staff correspondent of the Fredericton Mail, copyright 1920 by C. A. N. S.)

London, Oct. 18.—The Cabinet is determined to withdraw the postal service from districts in Ireland where masked men habitually hold up the postal employees and tamper with the mail. There have been six hundred and fifty-two raids on mail in Ireland, including a number of holdups on mail trains. Warning of the Government's intention to suspend the mail service is being printed and will be posted.

brought. But if France cannot get British coal owing to low production here, she must necessarily turn to America, and a connection once established is not easily broken.

Yet, if England can get her output right, and the cost of production does not go up to some absurd figure, she need not fear even the competition of America. She can always carry coal to France, Italy and Scandinavia far cheaper than America. England ought to be able to keep a large slice of the Mediterranean trade, and perhaps to send ship out to the Argentine laden with coal.

It is, of course, realized here that England can live by maintaining her exports, and of all these coal is far and away the most important. Before the war coal made 80 per cent of Britain's total exports reckoning by weight

CASTORIA

For Infants and Children
In Use For Over 30 Years

Always bears the Signature of *Chas. H. Fletcher*

WANTED—Traveller for wholesale grocery business; must have experience in the business. Apply first to The Mail.

WOOD'S PHOSPHODINE

The Great English Preparation. Tones and invigorates the system, makes new blood in old veins. Used for Nervous Debility, Mental and Brain-Worry, Dependence, Loss of Energy, Palpitation of the Heart, Failing Memory. Price \$2 per box, 3 for \$5. Sold by all druggists, or mailed in plain pkg. on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., TORONTO, ONT.

WASHINGTON'S

Fredericton's Oldest and most modern high class cafe.

FRESH BUCTOCHE OYSTERS served in any style.

See our Saturday Night window display.

Patronize our Lunch Counter.

Dinner served from 12 to 2 o'clock.

See our window display.

YORK STREET

About the only thing that looks as bad as a pink shirt is a pea green shirt. About the only fellow who is worse off than a pedestrian nowadays is the man on a bicycle.

LOST—In Devon, a pearl rosary. Finder kindly leave at Mrs. Johnson's Millinery store, South Devon.

CANADIAN PACIFIC

Change Time AUGUST 29.

TRAIN No. 112 leaving Fredericton at 5.35 p.m.
TRAIN No. 111, arriving Fredericton at 5.30 p.m.

CANCELLED.

TRAIN No. 110 will leave Fredericton at 4.55 p.m. instead of 3.45 p.m. as at present.

For other details of train changes apply to Local Agent.

N. R. DesBRISAY, Dist. Pass. Agt.

TAXIDERMIST

WHEN YOU WANT THE BEST IN TAXIDERMY, SEND YOUR GAME AND OTHER TRAPPHIES TO

GEO. A. DAVIS

TAXIDERMIST
281 Queen St., FREDERICTON, N. B.
Am. Branch, VANCEBORO, ME.

CAPITAL BRAND

Have you tried our BUTTER yet? It is positively the best on the market. You are invited to call and see our plant at 448 King street. Visitors always welcome.

Capital Brand ICE CREAM 60 cents a quart.

FARMERS' CO-OPERATIVE DAIRY CO., LTD.
King Street.

APPLICATIONS for office help trained at FREDERICTON BUSINESS COLLEGE

are continually coming in from all parts of New Brunswick and the State of Maine.

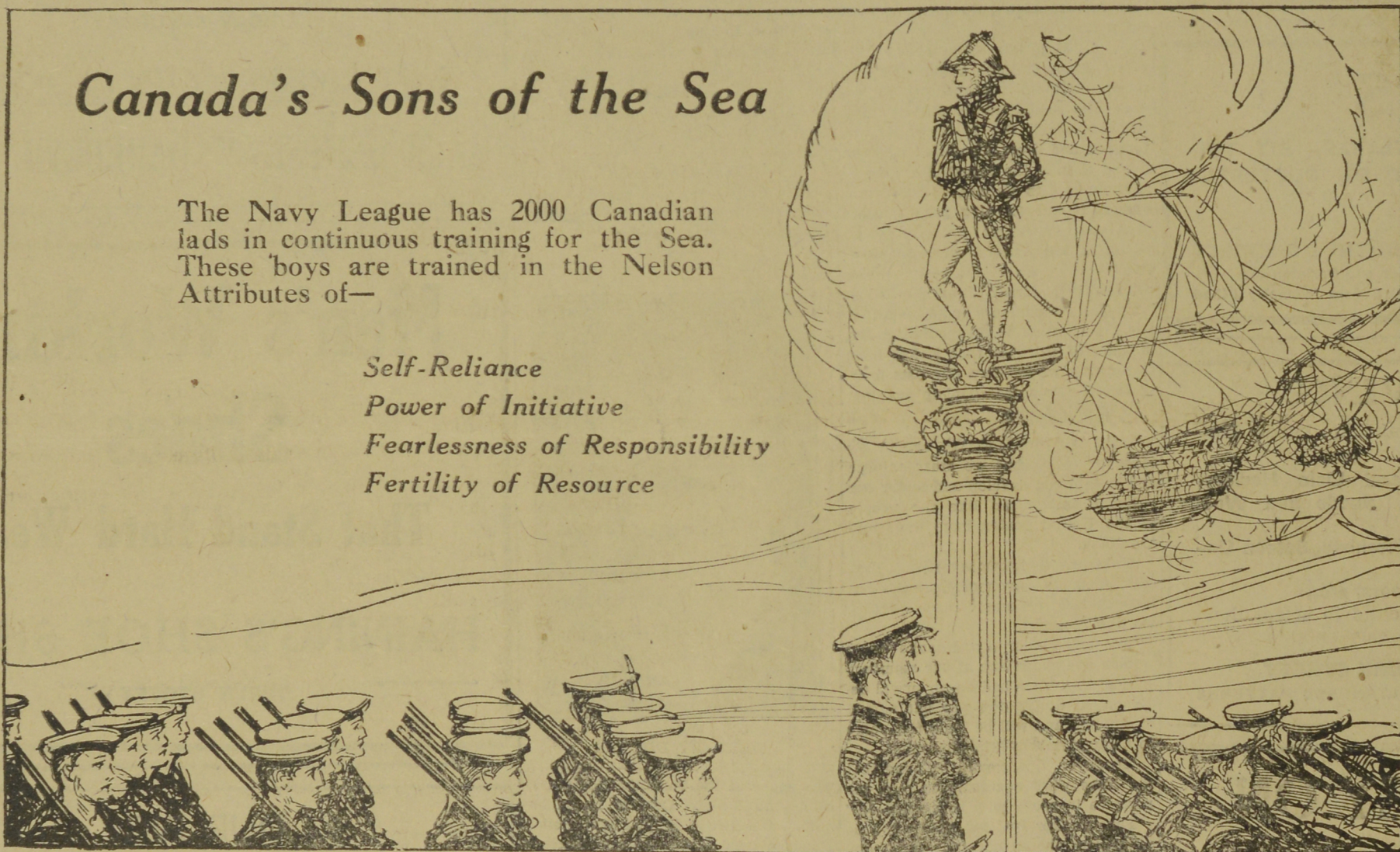
We want more young men and women to qualify for these positions. Write for full particulars to

W. J. OSBORNE, Principal,
Fredericton, N. B.

Canada's Sons of the Sea

The Navy League has 2000 Canadian lads in continuous training for the Sea. These boys are trained in the Nelson Attributes of—

Self-Reliance
Power of Initiative
Fearlessness of Responsibility
Fertility of Resource



Britain, the Greatest Maritime Power, Supports Her Mercantile Training Ships Wholly by Voluntary Public Contributions, Because it is Realized that the Sailor is a National Asset.

It takes six times as long to train a seaman as it does to build a ship.

Maritime strength cannot be achieved in a year or even a decade. Its growth can only be commensurate with the development of sea-conscious spirit in the nation.

The continuous training of over two thousand Canadian lads, in the Boys' Naval Brigades of the Navy League of Canada, is to-day having an effect upon our maritime future.

Only through this medium can the foundation be laid of trained Canadian seamen for our ships.

Since May last, sixty of these lads have completed their training and passed into the Canadian Merchant Navy. Fifty more are on the new ships of the re-organised Royal Canadian Navy.

Under the guidance of Experienced Sea Minds, it is being planned to give chosen lads from the Boys' Naval Brigades an ocean-going education second to none, so that Canada will have efficient master seamen.

The Merchant Navy of any nation is its first step to sea power.

Public opinion demands that this work be maintained.
From the public, then, must come the funds.

The Navy League of Canada

SAILORS' WEEK CAMPAIGN

October 18—23. Dominion Objective \$760,000.

Canada Expects Every Man To Do His Duty