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THE PACIFICATION OF CUBA.

The war with Spain to which we are now committed has been undertaken, as far as this country is concerned, on humanitarian grounds. The high moral stand which we have taken has met with the unanimous approval of the Anglo-Saxon, or, if the term be preferred, the English-speaking race, throughout the world. Of this there is not the shadow of a doubt, and this sympathy, spoken and unspoken, is as pronounced as are the criticisms which our policy has drawn forth from the Continent of Europe.

Both the President's message and the resolutions of Congress recognize the existence of a great wrong and express the determination to right it. In the resolution there is a strong disclaimer of any intention to profit by the acquisition of territory. We are entering upon a crusade, more practical in its objects, more lofty in its aims, than any that precede it.

It is realized that the first step to the pacification of the unhappy island is the expulsion from it of the Spanish army. This will be accomplished as far as Cuba is concerned whenever a crushing defeat in the field or the cutting off of supplies, whether of food or the munitions of war, or both, forces the Spanish army to capitulate, and as a condition of peace to embark from the island.

From a strategical point of view, considering the object which we have in view, we hold a very strong position. Spain, on the other hand, labors under a tremendous disadvantage. Her fleet is on one side of the Atlantic and a large part of her army shut up on the other side. Our ships are concentrated at the objective point, which is within easy reach of our coaling points, whereas when Spain starts her fleet across the Atlantic she will, in respect of the important item of coal supply, have "crossed the Rubicon" as fatefully as the invader of old. She must win a decisive battle or lose everything—fleet, army and islands—at one stroke.

Will the Spanish fleet cross the Atlantic? We think it will, for the reason that it would be little short of an act of treachery in the eyes of the Spanish people for the government to leave its beleaguered army to be starved or beaten into submission without striking a blow in its behalf. If the full force of Spanish battleships, armored cruisers and torpedo boats be sent over in one combined fleet, it will be necessary for us to meet it with the combined strength of the Key West and Flying squadrons, and upon the outcome of this pitched battle, it is safe to say the issues of the war will depend. A defeat for Spain would mean the destruction of her navy, the isolation of the West Indies, the surrender of General Blanco and the end of the war. A defeat for us would mean a prolongation of the war and a considerable postponement of our ultimate success.

In its early stages, at least, the war upon which we have entered should be regarded as a naval campaign, pure and simple, and, until the first decisive blow has been struck, it would be unwise to make any military invasion of Cuba. The blockade of the island has already been undertaken, and if the latest advices are correct, the Spanish fleets are on the eve of sailing for the West Indies. In this case, the decisive naval conflict should be fought within the next two or three weeks, and it would seem wise to defer the landing of our troops on the island until the issue has been determined. If we win, as in all probabilities we shall, the Spanish army will be cooped up in Cuba beyond the possibility of relief, and its capitulation would probably follow within a very short time. If, on the other hand, the unlikely should happen, and our fleet should suffer reverses, the tables would be completely turned, and it would be our own troops who would, temporarily at least, be cut off and shut up in the island.

By deferring the landing of troops until the Spanish ships have crossed the Atlantic and been destroyed or taken by our fleet, we shall not only avoid what might prove to be unnecessary slaughter, but we shall be able to maintain secure lines of communication and carry out a far more effective blockade of the island. In fact, considering all the conditions governing the situation, irrespective of the question of the unhealthfulness of the climate, which in itself is a serious one, it is difficult to see what end would be served by landing an army in Cuba before the two navies had met on the high seas. Should an army be landed there now, even successful battles would count for nothing if the communication with Key West should be, even temporarily, cut off; while, on the other hand, as soon as the Spanish fleet is driven from the Cuban waters, the position of the Spanish army would become untenable and the blockade would soon put them at the mercy of our fleet. Our army then would be in a position to co-operate with the navy in any maneuvers that might be necessary for the reduction of the island, and it is certain that much useless fighting would thus be avoided.

PRODUCTION OF COAL IN 1897.

From a preliminary statement compiled by E. W. Parker, Statistician of the United States Geological Survey, it is shown that the total output of coal in the United States for 1897 amounted approximately to

198,250,000 short tons, with an aggregate value of \$198,100,000—a fraction less than \$1 per ton. Compared with 1896, this shows an increase in tonnage of 6,270,000 tons, or about 3.3 per cent. The increase in the value of the product was only \$1,700,000, a little less than 0.9 of 1 per cent. The amount of coal produced in 1897 was the largest on record. The average value per ton was the lowest ever known, continuing the declining tendency which has been shown without any reaction for the past six years. The increase in production and the decline in value was confined to the output of bituminous coal. The anthracite production in Pennsylvania decreased nearly two and a quarter million tons, from 54,346,081 short tons of 2,000 pounds (equivalent to 48,523,287 long tons of 2,240 pounds) to 52,122,408 short tons (or 46,537,864 long tons) in 1897, while the average price received at the mines per short ton was \$1.65 per short ton (\$1.85 per long ton) in both years. This is not an increase, but it is much better than a loss, one cent per ton meaning a total of more than half a million of dollars. In obtaining this average price for anthracite coal per ton, it must be remembered that only marketable sizes are considered, and the item of "colliery consumption," usually consisting of culm, or waste, and an otherwise valueless product, is not included. Excluding this factor, the marketable product of anthracite coal in Pennsylvania during 1897 was 42,637,864 long tons (equivalent to 47,544,408 short tons), against 44,188,460 long tons (49,491,075 short tons) in 1896.

The fact that the bituminous production should have shown an increase of 8,500,000 tons in spite of the prolonged strike in the competitive fields of Pennsylvania, Ohio, West Virginia, Indiana and Illinois (four of them being the largest coal-producing States, aggregating nearly 100,000,000 tons, or more than two-thirds of the entire output), may be taken as an evidence of the wonderful capacity of our developed bituminous mines. Of the twenty-nine bituminous coal-producing States, there were only six in which the production in 1897 was less than in the preceding year. These six were Georgia, Indian Territory, Kansas, Nebraska, Ohio and Oregon. In fifteen of them the output was the largest ever obtained. Of the five competitive States previously mentioned, only one (Ohio) had a decreased production in 1897. In twenty out of the twenty-nine States producing bituminous coal, the average price per ton in 1897 was less than it was in 1896, the general average for the United States being 83 cents in 1896 and 81.6 in 1897. The decline of 1.4 cents on a total product in 1897 of 146,000,000 tons represents a decrease of something over \$2,000,000 from what would have been the value if the price had been the same as it was in 1896.

Considering the industry by States, Pennsylvania holds her usual position. The combined product of anthracite and bituminous coals from the Keystone State amounted to 106,000,000 short tons, nearly 54 per cent of the total output. Pennsylvania's percentage of the total bituminous output was 37, her output of soft coal being 54,000,000 tons. Illinois remains in second place, with a total of a little over 20,000,000 short tons. West Virginia comes third, having increased her output nearly 700,000 tons over 1896, and leading Ohio, which comes fourth, by nearly 1,250,000 tons. Alabama reached her maximum output of 5,893,770 tons, and stands fifth. Iowa, sixth, lacked only 85,000 tons of reaching 5,000,000 tons. Maryland produced 4,442,000 tons and Indiana a little over 4,000,000 tons.

The foregoing statement and the following table are based upon actual returns from mines representing 95 per cent of the total product. In cases where returns have not been received, careful estimates calculated upon the production in previous years have been made, so that revision of these figures by later returns will not materially affect the totals.

PRODUCTION OF COAL IN UNITED STATES IN 1897.

State.	Production.	Value.	Average Price per Ton.
Alabama	5,893,770	\$5,192,085	0.88
Arkansas	807,207	893,672	1.11
California	89,092	200,466	2.25
Colorado	3,303,449	3,772,520	1.14
Georgia	195,889	140,466	0.717
Illinois	20,072,758	14,472,529	0.72
Indiana	4,019,360	3,416,586	0.85
Indian Territory	1,321,840	1,800,924	1.36
Iowa	4,915,463	5,566,332	1.14
Kansas	2,694,242	3,290,666	1.20
Kentucky	3,906,458	3,170,811	0.81
Maryland	4,442,128	3,387,785	0.76
Michigan	221,792	322,266	1.45
Missouri	2,627,458	2,878,304	1.09
Montana	1,647,999	2,897,842	1.75
Nebraska	495	1,800	3.64
New Mexico	671,879	954,406	1.42
North Carolina	21,280	27,000	1.27
North Dakota	70,175	70,358	1.00
Ohio	12,219,193	9,508,870	0.78
Oregon	100,811	81,150	0.81
Pennsylvania bituminous	53,842,800	37,964,436	0.70
Tennessee	2,880,594	2,816,239	0.90
Texas	619,632	950,713	1.53
Utah	549,646	551,356	1.19
Virginia	1,524,956	1,022,828	0.67
Washington	1,434,112	1,777,687	1.24
West Virginia	13,556,978	5,537,617	0.64
Wyoming	2,483,074	2,676,191	1.08
Total	146,124,380	\$119,214,659	0.816
Pennsylvania anthracite	52,122,408	*78,880,048	1.65
Grand total	198,256,788	\$198,094,707	

*Excluding "colliery consumption."