

at the iron and steel works, or 8,500,000 tons of coal by these trades alone. In shipbuilding, a cargo-boat of 8,000 tons consumes 10,000 tons of coal in the steel used in its construction. At sea our shipping consumes 20,000,000 tons of coal a year in bunkers; and our exports of coal, on which the prosperity of the whole country largely depends, amount in normal periods to 80,000,000 tons annually. It is not difficult to realise, from these examples, the losses the country encounters when colliery outputs are suspended for half a year.

Among the Appendices will be found: (A) the total output of coal for the United Kingdom, according to districts, in periods from 1913 to 1925; (B) the average weekly earnings of all persons employed at coal mines in Great Britain from 1886 to 1925, together with the index numbers of their earnings and comparative figures of other trades; (C) the average weekly earnings of all persons employed at coal mines in Great Britain in September 1925; (D) the principal Mining Disputes from 1890 to 1926; (E) a record of wages agreements and strikes since 1868; (F) a record of the legislative, trades union and governmental interference with the economic development of the coal industry since 1913; (G) the coal exports from the United Kingdom and from the three main exporting centres separately from 1911 to 1925; (H) the average selling value at pit of coal raised and exported from the United Kingdom with declared values aboard ship; (I) the monthly market prices at pit of the Yorkshire hard coal and of the house coal known as "Derby Brights," from 1921 to 1925.