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MORTON & HERITY, Proprietors

Schuster Co. Claims That Figures Presented by T. F. Wills Were Erroneous

Made No Allowance for Waste from Crushing and Important Items of Cost Were Too Low—Crushing Represents a Waste of 25% — Statement Submitted to Fuel Controller

Belleville, Jan. 23, 1918. The report, as appearing in your issue of yesterday of the profit we are making on the crushed coal which we have been selling for the past week of ten days at \$14.50 per ton as shown by the figures produced by Local Fuel Controller T. F. Wills, before the Railway and Municipal Board on Monday, the 21st inst., we wish to state is absolutely erroneous. Mr. Wills is about \$4.00 per ton astray in his figures and he stood corrected by the Chairman of the Railway and Municipal Board after both sides of the story had been presented. It was pointed out at the hearing before the Railway and Municipal Board that Mr. Wills' figures given for freight instead of \$2.00 per ton really is \$2.00 per ton from mine to Int. Bridge and \$1.00 per net-ton from Int. Bridge to Belleville or an understatement on his part of 50 cents per net ton; that cost of operating crusher is nearly 75c per ton and not 35c as shown by Mr. Wills, and the most glaring error of all, Mr. Wills fails to show in his figures any item whatever to cover the loss we sustain by reason of the enormous quantity of screenings which are made in the crushing of this coal, viz about twelve tons of screenings to every fifty tons of coal or very nearly 25% which when figured on the full cost of the coal and after allowing for what we may be able to sell the screenings for, shows a direct loss of from \$2 to \$2.25 per ton. This was a very serious omission for Mr. Wills to make.

We hand you herewith copy of a letter which we sent on Jan. 16th to Fuel Controller C. A. Magrath, Ottawa, giving him the correct figures and full particulars of the circumstances surrounding the purchasing, handling and selling of this crushed mine-run coal, which explains itself. We also hand you his reply, which would indicate that our method of handling this coal is satisfactory to him. We may say further in this connection that these figures were also furnished by us to Asst. Fuel Controller for Ontario, Mr. H. A. Harrington, Toronto, who personally assured us that they were perfectly satisfactory.

In conclusion we wish to say that this class of coal was the only coal available but as such was the case and as we felt it our duty to go to any extremes to get coal here for our citizens, we seized the opportunity offered to secure this coal and as it is practically the only coal that has come into Belleville in 9 or 4 weeks we feel that it was an exceedingly good thing we undertook this proposition otherwise a great many of our good people would have gone without fuel during the late extreme weather.

Thanking you for this space, Mr. Editor,
The Schuster Co., Ltd.,
W. N. Belair, Manager.

THE SCHUSTER CO., LIMITED.
Belleville, Jan. 16th, 1918.
C. A. Magrath, Esq.,
Fuel Controller,
Ottawa, Ontario.

Dear Sir,—
We wish to acquaint you with the coal problem that we are up against here, and to get your approval of our methods and our prices, if you will be kind enough to give this letter your careful perusal and advise us at your earliest convenience.

We found ourselves towards the end of December with our coal just about all gone and after thoroughly combing over all our sources of supply could get no assurance from any place that there would be any little coal forthcoming. In the course of our combing process we found the opportunity to secure 50 cars or more of Anthracite Mine Run, and as practically the whole winter was ahead of us and our records of last year showed that we sold over 3000 tons from January 1st until April, and with no other

coal apparently available, we purchased the sixty cars Mine Run and crushed and conserved the same, crushing it in the city stone crusher. This coal has been coming along quite freely, over twenty 1 1/2 hours so far arrived, and after a delay of over a week in installing an electric motor and appurtenances to run the crusher, and trying out two new sets of jaws for the crusher which we have to have cast as we found the jaws that were in the crusher were unuseful for crushing coal, we finally got the crushing process working quite satisfactorily, turning out about a carload a day. The great drawback is the great quantity of screenings turned out, about 12 tons to every 50 tons of coal, which of course has to be figured in the price and makes it very high. We started selling this crushed coal at first at \$13, then we found it was making more screenings than we first figured and advanced to \$13.75, and finally to \$14.50 when we discovered the screenings ran as high as twelve tons to every fifty. It has turned out that the procuring of this coal has been a regular God-send to this city and district as there has been almost no other coal in Belleville since we commenced getting this coal in and this city would have been without any coal had it not been for this. We may say that we have been highly commended by the local fuel controller for our action. There has been a terrific demand for this coal and so far we have not been able to accumulate any surplus whatever of anything but screenings. We shall be pleased if you can suggest to us a market for the screenings.

We have done our utmost to live up to your regulations in regard to the price and otherwise, and while there have been a few complaints from purchasers about the high price, still everyone seems glad enough to pay it as long as they can get what coal they want to keep them going.

We give you as follows our figures, which as near as we can figure out are correct, and as before stated we will thank you to go over same and we hope to have your confirmation of same:

Cost of coal at Mine	\$6.25 gross
Freight to bridge	2.00 gross
	\$8.25 gross
	or \$7.35 net
U. S. War tax	.07
Freight Bridge to Belleville	1.00
	\$8.42
Unloading and reloading in crusher	.45
Loss in weights	.30
Cartage and weighing on city scales	.35
Overhead and fixed	.90
Cost operating crusher	.75
Loss in screenings	2.17 to 2.31
Profit	.50
	14.25-14.50

As there are some other costs such as demurrage on cars, extra labor, carrying coal and delivering in small lots, we think our price of \$14.50 just about lets us out clear with a 50 cents per ton net profit. Awaiting your reply, we are,
Yours truly,
W. N. Belair, Manager.

OFFICE OF FUEL CONTROLLER
Ottawa, Jan. 19th, 1918.

Dear Sir,—
I beg to acknowledge, with thanks, your letter of the 16th inst. dealing with prices of coal.

The steps you have taken seem to be very energetic. Of course, the regulations apply over the case of retail prices.
Yours faithfully,
Chas. W. Peterson,
Deputy Controller.
W. N. Belair, Esq.,
Sec.-Treas. The Schuster Co., Ltd.,
Belleville, Ontario.
Master John Reeves, Charlotte St. confined to the house by illness.

CANADA MAY FACE A FUEL FAMINE

Expert Say U. S. Might Keep Coal for Her Own Use

PEAT A SUBSTITUTE

Bogs Can Supply Nearly Twenty-Six Million Tons of Fuel

Montreal, Jan. 22.—Warning that Canada may face a fuel famine in the near future was given by B. F. Haanel, chief of the division of fuels and testing, department of mines, in a paper read today at the annual convention of the Canadian Society of Civil Engineers. He pointed out the possibility of a situation arising which would cause the United States to keep her fuel within her own country, and such an emergency might come before long, he said. Mr. Haanel expressed the belief that Canada need not be dependent upon the United States for its fuel, as there are large lignite and peat resources in this country which can be developed and converted into satisfactory fuel. He said the principal fuel resources of the Dominion are bituminous and anthracite coal, lignite and peat. The coals are in the extreme west and west and large fields of lignite and peat are in Alberta and Saskatchewan. He claimed that peat could be developed in large quantities and seven bogs, conveniently situated with reference to Toronto and seven near Montreal could be made to supply from 33,000,000 to 26,000,000 tons of fuel. It was agreed that a committee of engineers should study and the development of Canada's water power.

NO REASON FOR A FLOUR PANIC

People are laboring under a misapprehension as to what kind of bread "war flour" will make. They seem to have the idea that it will mean that the public will be asked to eat brown bread, and a panicky sentiment has accordingly got abroad, causing a rush to every flour shop and grocery, so that the stocks have been exhausted. The result is that some people are boarding up in anticipation of what they think is an evil day.

In reality, war flour is white flour and will make white bread, just as the highest patents will. The new flour will be equivalent to a third patent and little difference will be noticed. The bread will be perhaps even more wholesome than what is being eaten now.

A local dealer, speaking to the Ontario today, said that the public has no reason to grow alarmed over the prospects. The new standard flour will likely go under the old time honored names.

WILL LOOK INTO GOAL CELLARS

Hamilton Officials Propose to Prevent Hoarding of Coal

Hamilton, Jan. 23.—The labor Aldermen met the members of the Board of Control to discuss the coal situation, especially with regard to the alleged hoarding of coal by some citizens. The labor men gave to the Controllers the names of seven or eight citizens who are said to have more coal in their cellars than they can use this winter, and it was decided to exercise the right the city has to investigate these reports. For this purpose the Health Inspectors will today investigate, and if their report justifies the fuel controller will be asked to confiscate the over-supply.

FUEL AND FOOD FOR BELLEVILLE

Lower to Deal in Coal, Potatoes, Fish, Milk, Flour, Cereals, Cheese, Sugar Bran, Fruits.

The civic deputation which appeared before the Ontario Municipal Board at Toronto on Monday on behalf of the Belleville Municipal Council yesterday, returned to the city last evening. Ald. Robinson conducted the case of the city and had associated with him Ald. Parks and local Fuel Commissioner, T. F. Wills. Opposing the by-law were Mr. W. N. Belair of the Schuster Company, Mr. F. S. Anderson of the F. S. Anderson Co. and a representative of the Downey Coal Company. Mr. B. A. Caspell, a Toronto lawyer, appeared on behalf of the Belleville coal dealers. It has been learned that the cost of transportation to the Bridge is \$1.78 per ton or \$2.00 per gross ton. It was stated at Toronto the charges were only \$1.25.

Mr. Caspell made the plea that a Belleville firm selling coal at \$14.50 was losing money. Ald. Robinson stated today that he had little confidence in that argument. Belleville was given the power to invest \$12,500 in municipal coal yard and \$12,500 in the food business. The city has the power and is at liberty if the council so decides to engage in the purchase and sale of potatoes, milk, flour, cereals, cheese, sugar, fish, bran and fruit. Ald. Robinson's strong plea that permission be given to insert these items in the by-law was listened to with interest by the board who ordered accordingly.

Ald. Robinson in presenting the case from the city's point of view, stated that during the past few weeks there has been serious shortage of coal and he believed this situation would not have existed if the city had been able to conduct its own coal yard. He stated that the city would tend to lower prices. B. A. Caspell speaking for the dealers related the statements regarding cost per ton and presented evidence to show that it was much higher. He maintained that everything was done to supply coal at the proper price. The board however, ruled in favor of the municipality.

Mr. T. F. Wills had got into communication with the Fuel Controller's office at Ottawa, regarding local prices. The city Fuel Controller is now making inquiries of the wholesalers and miners as to securing coal for the Belleville municipal yard.

What action the council will take regarding the food, is not known. Ald. Robinson has no intention that the city should go into all those lines specified above, but he thought it as well for the city by-law to cover these lines.

GOAL PRICES WILL ADVANCE

Domestic Lump Coal to Go Up in West Thirty Cents a Ton.

Vancouver, Jan. 23.—Coal prices will advance next month. Announcement to this effect was made today by Nicol Thompson, provincial fuel controller. He stated that Mr. Magrath, Dominion fuel controller, had agreed to the request of the collieries that domestic lump coal be advanced 30 cents a ton, and other grades be supplied to ship bunkers at transportation companies at 50 cents a ton. The advance will take effect Feb. 1.

SUNDAY SCHOOL CONVENTIONS

A series of Township Sunday School Conventions will be held in South Hastings during the last three days of January, as follows:—Trenton at Melrose on Tuesday, the 23rd, Thurston at Carmel Church on Wednesday, the 24th and Sidney on Thursday the 25th at Aikin's Church. Rev. D. H. Wink will attend each of the conventions in succession as Provincial representative. At the Sidney convention, Evangelist G. M. Sharpe and the Hartshorn Sisters will be in attendance. A number of other able speakers will render the programs very interesting.

Mrs. John Fargoy and family, Roslin, have moved to the city, taking up their residence on Everett St.

Strictest Economy With Efficiency Has to Be Practised This Year

DRASTIC MEASURES TO CONSERVE FOOD

Lord Rhonda Specifies Two Meatless Days a Week in England

MUST NOT DRINK MILK

Allowances of Supplies Are Worked Out in Fractions of Ounces

London, Jan. 22.—Lord Rhonda, food controller, has taken drastic measures to deal with the meat shortage. An official order was issued today, applying to all hotels, restaurants, boarding houses and public places, to begin forthwith. It specifies two meatless days weekly—Tuesdays and Fridays, in the London district and Wednesdays and Fridays in other parts of the kingdom. Between the hours of 5 and 10.30 o'clock in the morning no meat, poultry or game may be consumed on any day and no milk may be consumed except by children under ten years of age. A guest must provide his own sugar for sweetening beverages except that residents of hotels, clubs and boarding-houses may be supplied with not exceeding 2 ounces of sugar weekly for these purposes, if they do not possess a refrigerator.

The order gives a table indicating minutely, even to fractions, the exact amount of meat, sugar, bread, flour, butter or other fats allowed each guest for each meal, under the guidance of hotels and restaurant proprietors in their weekly dietary. Of fats only one quarter ounce may be allowed each guest daily, of which not exceeding one-half may consist of butter and margarine.

The weekly allowance for each guest is: meat, thirty ounces; bread, flour, pounds; flour, 14 ounces; sugar for cooking, 2 ounces; butter or fats 2 1/2 ounces.

In weighing, 2 1/2 ounces of poultry or game are reckoned the same as one ounce of meat; four ounces of bread are reckoned as three ounces of flour.

Public eating places which do not serve meals exceeding 14 pence in price, exclusive of beverages, are exempted from observing meatless days.

OBSEQUIES OF THE LATE A. W. VERMILYCA

The funeral of the late Asahel W. Vermilyca which took place this morning from his late residence, corner of Catherine and Coleman streets was attended by a very large number of citizens and members of the Masonic fraternity. The great number at the obsequies and the many beautiful floral offerings indicated the public's estimation of the late citizen. Rev. Dr. C. T. Scott, of Bridge St. Methodist church conducted an impressive service assisted by the Reverends B. Horton, Frank Anderson, Dr. E. N. Baker, A. S. Kerr and Dr. R. C. Blagrove. The Masonic rites were performed by W. Bro. Roy Stafford, master of the Belleville Lodge No. 128 and R. W. Bro. H. J. Clarke, Past District Deputy. The bearers were Messrs. James Farley, E. Naylor, P. S. Deacon, George Thompson, George Vantassel and William Leslie. The remains were taken to Belleville cemetery vault.

The Sunday school classes taught by Mrs. (Judge) Dorothea and Mrs. F. S. Deacon in Bridge Street Sunday school last evening partook of a slight ride about the city and were afterwards royally entertained.

Warden Montgomery Urges On County Council's Generosity in Patriotic Work

Warden Montgomery in his address to the County Council this morning said: "I want to thank you as sincerely as I can for the honor you have conferred on me. I hope to carry out my responsibility as well as I can. If I fail it will not be for lack of effort. I can assure you."

His Honor regretted the absence of former members but welcomed the new ones. "It will be necessary to begin the year with the practice of the strictest economy without destroying the efficiency of the work. With the stress and strain not only on the finances of the country but on all our interests it will need all the strength and courage and forbearance of which we are capable. It will require the strength of every man, woman and child to be put into the struggle. Every assistance to funds that will bring comfort to our soldiers must be encouraged. Necessary and effective work may be done here. Of

all parts of the world, we of Canada have most reason to be thankful. I do not know that anyone has had to suffer, except in the loss of friends. The war I think has brought financial prosperity. "I would not like the impression to go out that the farmers of this part of the country are dissatisfied with any treatment from the authorities as to the sale of produce. I am a farmer as we mostly all are, and I think we have been and are very prosperous. I believe we should give to the limit this year to the patriotic fund, the Red Cross. This council should deal with an open hand in these matters.

"A matter of great importance will come before you in the problem of suburban roads as soon as the war is over. In the very near future, I believe, with government assistance, we shall have a trunk line extending from the front to the north of the county. "I hope the most kindly feelings will exist in the council and that harmony will prevail. I assure you I will try to be as fair and impartial as possible in my duties as warden."

GERMANY PLANNING NEW SUB CAMPAIGN WITH UNDERSEA CRUISERS

New Bots will be Armed with Huge Guns—All Present Sub Being Recalled to Base—Bolshevik Newspapers Forecast Breaking off of all Peace Negotiations—British Labor President Says There is Nothing to do but Fight on in Germany Does not Accept Peace Offers.

RAIDS ON THE WESTERN FRONT

LONDON, Jan. 23.—The war office reports that there were encounters during the night southwest of St. Quentin between British troops and enemy raiding parties and patrols. An attempted enemy raid south of LaBassee failed.

GERMANY PLANNING NEW SUB. CAMPAIGN

PARIS, Jan. 23.—According to reports reaching here today Germany is recalling her submarines to their base, preparatory to adopting a plan of campaign with new armored U-boat cruisers armed with large guns.

BOLSHEVIKI LIKELY TO BREAK OFF ALL PEACE NEGOTIATIONS

PETROGRAD, Jan. 23.—Breaking off of all peace negotiations at Brest-Litovsk is forecasted in all the Bolshevik newspaper organs today. This prediction it is believed comes from authoritative source.

VIENNA KNOWS NOTHING OF CABINET RESIGNATION.

AMSTERDAM, Jan. 23.—Vienna despatch quotes the official Austrian news agency as saying nothing is known there respecting the rumors that the Austrian cabinet has resigned or would do so.

NOTHING TO DO BUT FIGHT ON, SAYS BRITISH LABOR PRESIDENT

LONDON, Jan. 23.—Frank Purdy, president of the British Labor Conference, which opened at Nottingham today in annual session, said in his address that if Germany would not accept the terms laid down by President Wilson, Premier Lloyd George and the Labor Party as the minimum, and he saw no signs of it yet, there was nothing for it but to fight on.

ALL LARGE RUSS. CITIES AT NORTH SHORT OF BREAD

PETROGRAD, Jan. 23.—Moscow and all the other large cities of North Russia are suffering from a shortage of bread. In fact potatoes have had to be substituted for bread at many places. A general suspension of passenger trains began today in an effort to speed the transportation to foodstuffs.

SIR EDWARD CARSON TO TRY TO BRING ABOUT HARMONY

LONDON, Jan. 25.—The Daily News today published a statement from its Dublin correspondent confirming the suggestion that Sir Edward Carson resigned from the cabinet not to strengthen Ulster's opposition to a settlement but on the contrary to try to bring about harmony.