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Five weeks from today you have to go downstairs in the morning to fix the furnace fire. Five weeks is thirty-five days. You may have to have a fire two weeks from today. Ontario weather is a most uncertain quantity, as every person who lives here must know. Pioneers and the farmers and "those who always know," say that we are going to have a cold winter, and when they say cold they emphasize that, basing their deductions on the fact that we have had an intensely hot summer, and that last winter was unusually mild. All of which means that it is time to buy coal. Coal dealers state most emphatically that only 25 per cent of the coal orders that are usually placed by this time have put in an appearance.

The mines have no facilities for storing coal. Coal is produced only as there is demand for it, just as a motor car factory produces automobiles only when people buy them. Hundreds of thousands of freight cars that usually carry coal are engaged in moving the huge crops from the West, and will continue on until after the first of December.

If one will stop to consider these factors it is easy to understand that the coal requirements of all the people cannot be supplied in the space of the next three or four months. Cold weather always reduces sharply the operating efficiency of a locomotive. Trains cannot be made to move on schedule time during the winter months, and unless the coal transportation is well covered during the summer months the whole situation resolves itself into a mad scramble to keep warm.

The average coal buyer is expecting prices to come down. He has seen a gradual recession in the prices of his clothing, his food and his luxuries. It is impossible for him to understand why coal prices don't come down the ladder. All of which sounds perfectly logical. But here are the facts. Labor at the mines receives the same high rate of pay granted them just before the close of the war, and this cannot be changed until the present contract expires with the mine owners next spring-too late to have any effect upon this winter's coal prices. There is very little likelihood of the Interstate Commerce Commission reducing the freight rate for carrying coal in the meantime, and even though there should happen to be a small reduction the effect on the prices to the consumer would be negligible. If the coal buying is put off until colder weather starts in, coal prices may mount swiftly-the old law of supply and demand will start operation, just as it did with the price of lemons a few weeks ago, during the extremely hot weather when everyone wanted lemons and the market short, the per dozen rate advanced very sharply in a few days. That is just what may happen to coal prices when everyone starts demanding immediate delivery with the change to lower temperature, but the tragedy of the whole thing will lie in the inability of the people to do without coal. People quit buying lemons, but they must have coal at any price.

Maybe some day we all will learn a lesson from the squirrel-no matter what hannens he lays in his winter supply of food when the supply is on hand, and when it is possible for him to get it. If he acted like the average consumer of coal acts he would starve to death before Thanksgiving Day. Put this down in your notebook right now, and act on it very, very soon. "Tell the Coal Dealer to put in several tons of coal this week."



Scranton



Anderson Coal Co.

> Phone 1391

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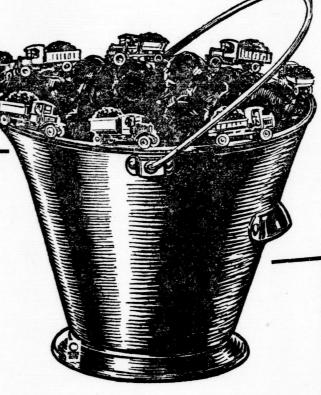
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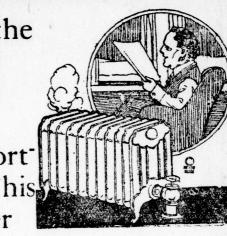


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Situation is Serious Coal dealers do not own, nor can they afford to own, enough motor trucks or horse-drawn vehicles to be able to deliver a sufficient amount of coal to keep everyone warm during the coming winter, if the deliv-

ery of coal is deferred until cold weather sets in. It is very improbable that we will have another mild

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