

CALL IS SENT TO RAILWAY BOARD

Toronto Coal Dealers Ask for a Conference on the Situation.

LOCAL ARRIVALS

Fair Amount of Coal Comes to Town—More is Needed.

A letter was sent to Sir Henry Drayton, chairman of the Dominion Railway Board, yesterday, asking that the board hold a meeting in Toronto at which the coal situation could be discussed with a view of discovering a practical method by which the city could be assured a supply of fuel during the next six weeks. Such a meeting, it is urged, would enlighten the board as to the real situation in Toronto and enable it to take whatever action it deemed necessary to avoid the closing of various institutions, and also to avoid further hardship to households.

The following telegram was received by H. A. Harrington from Sir H. Drayton:

"Inspector is on ground expediting movement of coal. 382 cars commercial coal moved forward twenty-four hours ending 8 a.m. Feb. 2. Sixteen additional engines have been obtained for movement. (Signed) H. A. Drayton."

By letter Sir Henry informed Mr. Harrington that the shortage of coal had been relieved at Stratford and St. Catharines, four cars being sent to Stratford and 27 cars to St. Catharines.

The Grand Trunk sent the following telegram to Sir Henry Drayton when it was approached about coal being brought to Toronto from the Erie Railroad via the forries to Cobourg from Rochester and Charlotte:

"The Erie divert any amount of coal to Cobourg via Rochester and Charlotte it will doubtless produce congestion upon the lines, which are run at their full capacity at the present time with commercial coal for distribution for Cobourg and company fuel for east-bound trains. We have no other route by which engine fuel for eastern lines can be obtained except thru Massena Springs, which is being worked to its utmost capacity in connection with the New York Central."

Mayor Disagrees. The telegram stated that the coal situation was so bad that Mayor (later) to wire Buffalo for coal on Saturday, and yesterday he said the ferry had not brought a car of commercial coal for the town during the past week. One dealer had 35 tons of coke and six tons of pea coal, outside of which there was no coal in the place, and the townspeople, who had been hushpandering coal for some weeks, were very short of fuel. One dealer who went over to the Genesee docks found his coal buried under other freight, and offered five dollars to get two cars across. He finally got one car at an additional cost of \$20. The ferry had been tied up for a couple of days, but on Sunday it was granted the right to pass through the locks, and it was expected to unload during prohibited hours in order to assist matters.

P. G. Harrington, a coal dealer on Dunlop street, informed Mr. Harrington yesterday that he was absolutely out of coal.

On Saturday he had twenty tons of Cannel Coal and the Kent, McCann Company, who said they were entirely out of coal to run their boilers, bought the whole twenty tons of that grade coal in order to keep going, removing it yesterday morning in their own wagons.

Railways Confiscate Cars.

The Standard Fuel Company were not in a pleasant frame of mind yesterday when informed by the Grand Trunk that eleven cars of coal, which arrived in Toronto for them had been confiscated for the use of the road. The confiscation of soft coal for railroad use is a thing that is particularly annoying to a man who has been either expecting it for their own use or to satisfy customers who are barely able to keep going.

Terminal Superintendent Farrell of the Grand Trunk stated yesterday that the road was doing the very best it could under the worst weather conditions. On Sunday, despite a wreck at Beamsville and another at Port Colborne, and the weather conditions, a lot of coal had been moved. In the morning there were 57 cars of soft coal and 90 of hard at Mimico, and on Sunday 80 cars of commercial coal had been placed for Toronto dealers. At 8 o'clock last night there were 90 more cars in the yards. At that hour 31 cars of coal were on the way in from Port Erie.

The Grand Trunk has obtained the telephone numbers of the homes of all the city coal dealers, and as soon as a car of coal arrives they are informed by phone and can then be ready to place it. By this system many cars of coal were placed on Sunday, saving twenty-four hours for the dealers. The railway reports, however, that proper co-operation is not given it by the dealers. At eight o'clock last night the Mimico yards had twenty-seven cars of coal with an engine waiting to place them, but after waiting for two hours it was only possible to get information for the placing of four cars of coal. Some of the dealers were out and some could not give the necessary order. This means that the cars will not be placed until tomorrow afternoon before they can be placed.

The present weather conditions make it necessary to cut down the number of cars to an engine from fifteen, in some cases, to 25. For instance, engines brought in 26 and 29 cars of coal to Rogers yesterday. Under good weather conditions both these trains could have been hauled by one engine.

A. Harrington informed that the world that placing orders had been given on Jan. 31, for two cars of coal that were in the Mimico yards for the Lake Simcoe Ice Co. to be placed on their siding at Parkdale. Thru the action of Inspector Clarke of the Dominion Railway Board, these cars were finally placed on the Port Erie terminal superintendent's office, which said that only given on Feb. 2, and that the cars were placed on the team track at Parkdale on Saturday and put on the private siding of the company yesterday morning.

The C. P. R. were reported to be in

a worse position yesterday than the Grand Trunk. Only sufficient coal was in their coal bunkers to operate their engines for the next 24 hours.

The railway officials claim that during the next six weeks, which will be the most critical, they will be able to keep the various munition plants and industries supplied with fuel. They positively state that to the best of their knowledge not a single munition plant has had to close down thru lack of fuel in some cases where they have not been able to supply them with a car of coal on the way to them, the road has given them a car of their own fuel.

While Toronto dealers and large consumers find no fault with Terminal Superintendent Farrell or his office, and many believe that if he were placed in charge of the border yards the congestion would soon be a thing of the past, they urge that it is time for the railway board to step in and give relief. The board could, they believe, draft men from the ranks of the army in Canada or obtain men thru the national registration to bring the motive power up to a higher efficiency. Many are of the opinion that there are many machinists in the ranks of the various battalions that could be used in the repair shops of the railways who could soon place the 80 engines that are said to be waiting repairs at Stratford back in the service.

Railway Board's Statement. After Sir Henry Drayton, chairman of the railway board, was shown the remarks of American railwaymen regarding the congestion at Buffalo, he issued the following statement at Ottawa yesterday:

"During the ten days from January 24th to February 2nd, the Grand Trunk moved from Buffalo and Niagara Falls 6220 cars, or a daily average of 622 cars. Out of this total 2662 cars were loaded with commercial coal, giving a daily average of 266 cars, and 274 cars were imported by the railway for its own fuel, or an average of 27 cars per day."

"During the same period the Michigan Central moved from Niagara Falls and Buffalo 7085 cars to points either into or thru Canada, giving an average daily movement of 708 cars. Of this total 1234 cars were loaded with commercial coal being brought to Toronto from the Erie Railroad via the forries to Cobourg from Rochester and Charlotte."

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"During the same period the T. H. & B. moved from Welland 1577 cars, with a daily average of 157 cars. Out of this total 757 cars were loaded with coal for commercial purposes and 14 with coal for railway purposes."

"For the eight days from Jan. 23 to Jan. 31, the C.P.R. moved from Hamilton to Toronto 1463 cars, of which 830 were loaded with commercial coal and 114 with commercial coke, while 127 cars were company fuel."

"There are still a large number of cars waiting for movement either thru or into Canada at the frontier. The Grand Trunk had on hand for the period in review an average of 2841 cars, and the M.C.R. 2974 cars."

SCORE'S TALK ON CLOTHES.

For all formal occasions after Big Ben has tolled 6 o'clock, the evening dress suit is the correct attire for gentlemen.

We specialize in a dress suit made from the correct material and silk-lined throughout. Price \$45.00.

Come and see. R. Score & Son, Limited, Tailor and Haberdashers, 77 King street west.

CIVIC PENSION FUND CAUSES DISCUSSION

Council Loth to Enter on New Scheme at This Time.

Also the board of control only recommended that a committee be appointed to consider and report a scheme for the establishment of a civic pension fund, and that the board should not take any action on the matter until after the committee has reported on the advisability of establishing a civic pension fund.

Ald. Rydman, who is chief opponent to the idea, and has referred to the bankrupt Firemen's Benefit Fund and the Police Pension Fund in support of his arguments. The latter fund, he said, had to be kept solvent out of civic grants. A pension fund, he declared, without adequate civic service examinations was absolutely unsound.

Ald. Straker was in favor of having a committee consider the idea. Toronto would not be a city of the future, he said, if it might be worked out on some eyes. Ald. Rydman: "We would all be better employed if we were to appoint a committee to raise a big battalion at this time."

Controller O'Neill, who favored the proposal, said the best way to get loyal service from civic employees was to give them on a basis where they knew loyalty would be rewarded. Controller O'Neill proposed the appointment of a committee on the grounds of the city.

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Employees of Spanish River Contribute to Patriotic Fund.

R. J. Copeland, of the Copeland-Chatfield Co., Limited, is in receipt of a communication from the Spanish River Pulp and Paper Mills, Limited, Sturgeon Falls, Ont., enclosing three cheques, aggregating \$1000, the contribution of the employees of the Spanish River Pulp and Paper Mills, Limited, to the Patriotic Fund.

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MUNITION WORKER WINS SUIT.

Judge Winchester yesterday ordered judgment in the case of Kenneth Jordan, a munition worker, against the Franklin Greene, of St. Catharines. The judgment was for \$2500, and the plaintiff was awarded costs.

CONCLUDES LECTURES.

Before a capacity audience in Convention Hall last night, Miss Ada Ward delivered the last of a series of lectures in Toronto on "With My Blackboard at the Front."



We don't want to fight, But, by jingo, if we do We've got the ships, we've got the men, We've got the MONEY too!

CITY WILL ENTER COAL BUSINESS

Will Ask Power From Legislature to Buy and Sell Fuel.

WILL BUY IN APRIL

To Bring Purchases Here by Water and Rail Freights.

There was only one dissenting voice in the city council yesterday to the proposal that Toronto seek legislation to go into the coal business, either wholesale or retail. Ald. Burgess said that if it were intended to subject the honest coal dealer to the unfair competition of a municipal business he was not prepared to support the proposal.

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WHAT COUNCIL DID

Decided to apply for legislation to allow Toronto to enter the coal business, in either a wholesale or retail way, not to exceed \$2,000,000.

Appointed Controllers O'Neill and Shaw and Aldermen Rydman, McBrien, Gibbons and Maguire a committee to report on the advisability of establishing a civic pension fund.

Agreed to protect interests of soldiers at the front by making all future civic appointments during the war only temporary.

Voted \$10,000 to be paid back the proposal to increase license fees from \$80 to \$250, and to \$500.

Granted free use of Exhibition Grounds to the Sons of England on Dominion Day and the Orange lodges on July 12.

Referred back Ald. Singer's motion that Toronto apply for legislation authorizing the city treasurer to act as insurance agent for the municipality.

Took no action on Controller Foster's motion that Toronto try to get a full supply of electric power.

Looked into the possibility of securing data relative to the possibility of disposing of city sewage outside the city limits.

Adopted a new schedule of fees for the city architect's department, which will make the work of inspecting buildings self-supporting.

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DR. MICHAEL CLARK

Member of parliament for Red Deer, Alberta, who yesterday addressed the Toronto Canadian Club on the war, making an earnest appeal for greater effort on the part of Canada in the conflict.

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UP TO THE RAILWAY BOARD

Is there a coal famine in Toronto? If you believe some people—the railways, for instance, and one or two city papers who were content to take the statements of the railways at their face value when The World first said there was, and therefore do not like to change their minds, there is not. But if you believe the retail coal dealers, who say they cannot get coal, and those munition and general manufacturers, who are going grey thru anxiety as to whether they will be able to keep their plants going for the next week or so, the coal famine is little short of acute.

During the past few days The World has received too many communications from manufacturers urgently in need of coal not to know that the situation is as serious as it well can be. There is imperative need for both soft and hard coal in far greater quantities than are at present arriving. Toronto is living on a hand-to-mouth supply that is not sufficient for its daily needs. The least interruption to that supply means disaster.

Thousands of cars of coal destined for Canadian consumers are lying on sidings between the United States border and the mines. This coal is there because Canadian roads are unable to move it to Ontario points, where it is badly needed. What men or what action will bridge the gap between supply and demand?

The railways say they are doing the best they can. They admit the seriousness of the situation and say they see no relief ahead until navigation opens.

The coal dealers' section of the Retail Merchants' Association has wired the Dominion Railway Board, asking them to come to Toronto to confer on the matter. The World believes the railway board should have taken this action a week ago, but it is not too late. The idea of going on for another month or two as things now are is intolerable.

The railway board alone can help—and it can only help by making a first-hand investigation of conditions here. It is up to the railway board.

RETURNED SOLDIERS EXPECTED TOMORROW AT TRINITY CHURCH

Party of Fifty-six War Heroes Includes Twenty-nine Toronto Men.

A party of 56 returned soldiers, arrived from England on the Metagama, may reach Toronto tomorrow morning. Twenty-nine of the party are Toronto men. The complete list is:

Toronto—Corp. R. E. Arnold, 43 Beek ave.; Pte. C. J. Brown, 112 Fraser ave.; Pte. W. G. Campbell, 133 Mutual st.; Pte. C. L. Charbonneau, 21 Darling ave.; Pte. J. H. Clyme, 61 Dundas ave. north; Pte. R. G. Cook, 105 Dundas ave. east; Pte. J. Carmichael, 15 Perth ave.; Pte. R. Crump, 116 Sherbourne st.; Pte. F. Davin, 175-2 Palmerston; Pte. D. L. Davidson, 5 Gibson ave.; Pte. J. Dugan, 103 Pape ave.; Pte. A. H. Elliott, 136 Ferrier ave.; Lance-Cpl. E. Gillis, 137 Harvey ave.; Corp. F. Gillo, 286 Perth ave.; Pte. W. C. Taylor, 320 Waverley road; Pte. A. Walters, 292 Cooley ave.; Pte. B. Whittall, 291 Hastings ave.; Pte. W. Hughes, 743 King st. west.

Hamilton—Lce.-Cpl. W. H. Arnold, Ptes. W. Ayers, J. S. Bell, W. Callahan, H. Canshaw, C. W. Hewitt, Little, W. McAndrew, Edm. G. McSeddon.

Paris—Lce.-Cpl. J. Barrowcliffe, Penetanguishene—Pte. J. McDonald.

Brampton—Ptes. E. O. Wilks, R. Burrows.

North Bay—Pte. J. Prece.

R.R. No. 6, Simcoe—Pte. C. Pickerville.

Uxbridge—Pte. T. D. Farrell.

Whitby—Pte. T. H. Lavery.

Dorset—Pte. W. J. Crozier.

Beaverton—Lce.-Cpl. B. Hurten.

Georgetown—Pte. J. Chivers.

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Gore Bay—Cpl. W. Wright.

Uptonville—Pte. E. J. Nattress.

Caladonia—Pte. J. Morrison.

Snellgrove—R. G. Cook.

South Oshawa—Pte. F. Cunningham.

EUCHRE AND DANCE.

The employees of the Fashion Waist Limited, gave a euchre and dance last evening in the Foresters' Hall, the proceeds to be devoted to the relief of the war prisoners in Germany.

Word has been received by the postoffice authorities that tobacco was sent to the war prisoners in Germany, many but that it must not be passed in this. The packages must be addressed to the Red Cross. Some people were doubting whether they could still send tobacco to the war prisoners, owing to a recent announcement that clothing and food could no longer be sent.

Dr. Ferdinand King says: EVERY WOMAN EVERY MOTHER NEEDS IRON AT TIMES

To put strength in her nerves and color in her cheeks.

There can be no beautiful, healthy, rosy complexion without iron. Iron is the basis of all life. It is the element that gives color to the blood and strength to the nerves. It is the element that gives life to the body.

Dr. King, M.D., has found that iron is the element that gives life to the body. It is the element that gives color to the blood and strength to the nerves. It is the element that gives life to the body.

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