

THURSDAY MORNING

SHORTAGE OF COKE NOW THREATENING

Toronto's Iron and Steel Industry Faced With Serious Situation.

FUEL PROBLEM ACUTE

Railways Admit Conditions Are Such as to Cause Anxiety.

Word was received yesterday that an embargo had been placed on coke by the American railroads and the city is face to face with another serious phase of the fuel situation resulting from the congestion at the border.

This coke is absolutely necessary for welding and many other operations in the iron and steel industry, and without it there is not a munition plant that can be run. It would be a short time or foundry but would in a short time have to lay off its hands and close its doors. Without coke the repairs could not be made to munition machinery nor could the necessary small tools be made.

Grand Trunk terminal officials today stated that while they were willing to admit the whole coal problem was acute, they did not believe there was a famine. One official said that there were 26 cars of coal at Mimico for loading.

Of this number the railroad only had orders for placing 68. This he thought was evidence that there was not a great shortage. When asked if there were any orders of coal in the Toronto yards or sidings on which the railroads had expired, he admitted that there were none. He agreed with the coal dealers that the increased demurrage charges had no effect in relieving the congestion, but he held what would help the market was glutted with coal. He believed that the city would be supplied with coal from the large number of cars carried at the border, and of course as soon as this congestion was removed the embargo would be also.

Manufacturers and the heads of the large industrial concerns do not take the optimistic view of the railroads. With them it is a hand-to-hand existence with a shut-down for lack of coal staring them in the face. The Canadian General Electric Company and the Canada Foundry Company, said Senator Hall, are getting energy out of coal as fast as it has been advanced, advancing in price the cost of hydro has been reduced in proportion. Four and a half million tons of coal have been displaced annually by 20,000 horsepower of electricity. Further reductions in the cost of electrical energy would be possible in many towns and cities.

During the past year there has been a great increase in the use of electricity not only for power, but for smelting and other uses for which it had not previously been considered.

Electricity may replace natural gas in sugar refineries around Wallaceburg and Chatham for the production of barium oxide, which is used to crystallize the sugar.

Coke at the Border.

H. A. Harrington, secretary of the coal section of the Retail Merchants Association, said that reports showed that there were 100,000 cars of coal and coke mostly soft tied up in the congested at the border. At the Erie yards in East Buffalo there were 900 cars of miscellaneous freight, the large part of it coal, all waiting for the G. T. R. to take it over for delivery at the port.

Action on the suggestion of the Dominion Railway Board regarding the direct shipment to Toronto of solid grains, the manager of the Erie Railroad was approached in an endeavor to have him make up a couple of train loads which the G. T. R. agreed to take over.

In consequence of the congestion this was found to be impossible and Toronto will have to wait for this coal until the G. T. R. has time to move the freight on its regular order.

According to information received by Mr. Harrington the coal situation in St. Catharines is so acute that the people are using anything they can get in the way of fuel, even to old buildings along the canal. The G. T. R. is in a bind, for coal at Strathroy, coal for general heating purposes was so scarce that at the sacrifice of heat for his plant the manager of the McClary Company of London had a car of coal rushed to Strathroy for distribution there.

The C. N. O. Railway, at Toledo, has agreed to let some of any of their cars go to Canada and demand G. T. R. cars for loading. If this action is allowed to go unchallenged, Mr. Harrington believes it will gradually spread from one road to another and he will take the lead up to the St. Catharines District in order to compel a continuance of interchange of cars.

Mr. Harrington states that an appeal was made to Mr. Snyder, assistant coal traffic manager of the New York Central, to have him lift the embargo for a sufficient length of time to allow the Canadian roads to take advantage of the fact that the Canadian roads were practically operating under orders from the Dominion Railway Board. This he would not consider until such time as all better showing was made at the border.

The Erie Railroad have embargoed all freight for Canada, and when a

HOW I DARKENED MY GRAY HAIR

Lady Gives Simple Home Recipe That She Used to Darken Her Gray Hair.

For years I tried to restore my gray hair to its natural color with the prepared dyes and stains, but none of them gave satisfaction and they were all expensive. I finally came across a simple recipe which makes at home that gives wonderful results. I gave it to my mother, which is as follows, to a number of my friends, and they are all delighted with it. To 7 ozs. of water add a small box of Orlex Compound, 1 oz. of brown sugar, 1/4 oz. of glycerine. Use every other day until the hair becomes the required shade. It will not only darken the gray hair, but relieves dandruff and acts as a tonic to the hair. It is not sticky or greasy, does not rub off, and does not color the scalp.

request was made to the New York Central to have trainloads come thru by the M.C.R., it was refused.

Saplings at Buffalo.

It is claimed that in the Buffalo yards of the Pennsylvania road there are 2,700 cars of all classes. With the figures staring the coal men in the face, and the fact that the coal prevents additional use of these figures, prevents additional use of the coal, they cannot believe that the Canadian roads are moving more than normal amounts. The wholesalers claim they are doing their best and are making sacrifices to prevent a shutdown.

Some are buying coal at 40 cents a ton and selling it down at \$2.50, which is not profit conditions of the war, say claim it is at a sacrifice.

Dealers who are equipped to handle 200 or 400 tons a day are only handling 35 or 40, while the overhead expenses are greater, as also are labor charges.

The railway officials point out that present conditions are absolutely abnormal. Never before was there such activity, commercially, in Toronto. In previous years the manufacturing concerns had a surplus stock of coal on hand, and now because they are short such a surplus they are worried.

They are operating between Toronto and the border than previously, and that a new time card, which will be issued early this month, will make further reductions in the passenger service and release more power and crews for the war.

Sir Henry Drayton held a brief phone conversation yesterday with Mr. Harrington, and when informed of the embargo on furnace coke which came from Connellsville, Pa., he was shipped first on the Pennsylvania road, said he would just let it stand at once.

Mr. Harrington told him of the scarcity at St. Catharines and Stratford, and of arrangements that McGill's of the McGill Coal Co. had made for deliveries at the General docks.

"The General docks," he said,

"would bring it by water to Cobourg."

He told Sir Harry that the G.T.R. had given him no encouragement, tho he was willing to leave the matter of rates to the railway board.

Mr. Harrington said that much coal was being sent in this method,

and the chairman acknowledged receipt of the letter which was quoted in yesterday morning's World.

Coal Shortage Offset by Abundance of Electricity

When asked yesterday if there had been any extra call for power since the coal shortage, Sir Adam Beck said not a great shortage. When asked if there were any coal left in the Toronto yards or sidings on which the railroads had expired, he admitted that there were none. He agreed with the coal dealers that the increased demurrage charges had no effect in relieving the congestion, but he held what would help the market was glutted with coal. He believed that the city would be supplied with coal from the large number of cars carried at the border, and of course as soon as this congestion was removed the embargo would be also.

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SCORE'S TOGGERY SHOP.

Our special line of neckwear for today is the Roman stripe, the two combination collars being very effective and quite popular among the younger sets. Price 75 cents. R. Score & Son, Limited, tailors and haberdashers, 77 King street west.

FURTHER DRAFTS UPON FRENCH MAN POWER

Men Previously Rejected for Physical Defects, to Be Called Upon.

Paris, Jan. 31.—The government's plan to increase the military strength of France by utilizing the service of all available men came before the chamber of deputies today in the shape of an emergency bill requiring that those previously rejected for physical defects shall again undergo medical examination.

Gen. Lyautey, minister of war, favored an equal division of the responsibilities of the allies, and said that the bill under discussion was only part of the program of his ministry which could best be served by the minister received an answer when he asked:

"I need your confidence. I ask that you give it to me."

An amendment offered by M. Dequise, which was intended to do away with further medical examination except under certain restrictions, was voted down, 417 to 60.

HARD FIGHT IS AHEAD KAISER GIVES WARNING

Utmost Exertion Demanded of Everyone by Needs of the Fatherland.

Amsterdam, via London, Jan. 31.—The Reichs Anzeiger publishes an imperial rescript conveying the German emperor's thanks for birthday congratulations extended to him. It says in part:

"Hard times are still before us. The utmost exertion is demanded of everyone by the fatherland's need, but the unshakable German people, filled with the consciousness of its strength and with the will to victory stands ready to fight for the honor and safety of the empire, to defend its just cause to the last man."

I confidently look forward to the issue of this sanguinary conflict for the existence of the empire. God will stand with us and will grant victory to our arms."

Kaiser Deserves Peace Prize

In Floating Hun War Loan

Berlin, Jan. 31, via London.—The Frankfurter Zeitung has an account of a sixth German war loan, says Reuter's Amsterdam correspondent. "The article says the authorities who in a fortnight's time will have direction of the propaganda for the sixth war loan would do well to follow attentively the British war loan propaganda, which worked the fire-fighter for the peace idea."

SIR EDMUND OSLER ADVOCATES THRIFT

Believes Bad Financial Conditions Will Follow the War.

PEOPLE MUST PREPARE

Predicts Rapid Progress When Readjustment Period is Over.

In connection with the annual meeting of the Dominion Bank shareholders, held in the board room at the head office yesterday, Sir Edmund Osler and C. A. Scott, in brief addresses, reviewed the financial position of Canada and the world, saying that the war is a sacrifice. Dealers who are equipped to handle 200 or 400 tons a day are only handling 35 or 40, while the overhead expenses are greater, as also are labor charges.

The railway officials point out that present conditions are absolutely abnormal. Never before was there such activity, commercially, in Toronto. In previous years the manufacturing concerns had a surplus stock of coal on hand, and now because they are short such a surplus they are worried.

They are operating between Toronto and the border than previously, and that a new time card, which will be issued early this month, will make further reductions in the passenger service and release more power and crews for the war.

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