

TORONTO FOLKS LAY IN WINTER COAL SUPPLY

Only 60 Per Cent. of All Coal in the City Said to Be in the Hands of Dealers.

(Toronto Telegram.)
"Though there is a great deal of anthracite coal in Toronto at present," stated Fuel Controller Harrington this morning, there is very little of it in the hands of the coal dealers. This shows that the people have been wise enough to get in their winter's supply when it was possible, but as far as the coal dealers' supply goes, they have no stock ahead. There is, however, no cause for a panic," he stated. The situation is this: There are at present some forty per cent. of the anthracite coal mines in the Pennsylvania district closed down by the strike. The other sixty per cent. are working more or less in the usual way.

"The strike is not centralized, but is scattered over different sections of the coal district. Some of the coal dealers in Toronto have shut down, even some of the larger firms, and cannot get a single ton of coal. These men have been dealing directly with those sections which have been closed down. There are others, however, who can get coal because the mines which supply them are still working in full blast."

Getting 60 Per Cent.
"In Toronto we should ordinarily get some 150 carloads of coal a day. Before the strike commenced two weeks ago we were receiving by rail some 120 to 180 carloads a day. At the present time we are not getting that owing to the strike, but we are still receiving around sixty per cent., or an average of seventy to seventy-five carloads a day. This is immediately grubbed up and dealt out to the consumers, so that the dealers simply supply their patrons from the coal coming in."

"What do you think of the Trades and Labor delegates' opinion that the coal dealers should lower their prices?" was asked.
"I don't see how it would be possible for them to do so and continue in business. Recently the Jacques & Dary firm assigned, simply because they could not get coal, and could not get enough profit to run the business on. They used to handle a large business of some 25,000 tons a week, and now they have turned over some 16,000 tons for me to dispose of. It would be out of the question to supply Toronto people direct from the Pennsylvania mines."

Some of the local retailers say their last ton on hand will be delivered by the end of the week. Others are getting a partial supply.
C. Marshall, of the Standard Fuel Co., stated that at present they were getting "in about forty per cent., or about 800 tons a day, almost entirely by water from Oswego."

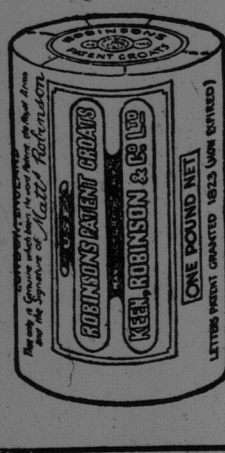
"We are supplying only our own customers," he stated, "and have so far supplied about forty per cent. of them. We have none at all on hand, but have been able to get in a fairly steady supply by the boats alone, receiving scarcely any by rail."

None on Hand.
The Conger coal officers stated that there was no coal on hand at present at all and that none was expected for a week at least. They are taking no orders and cannot say definitely when there will be any taken.

The Elias Rogers Co. is taking no orders, but is supplying those orders which have already been laid.

"The coal is coming very slowly, and

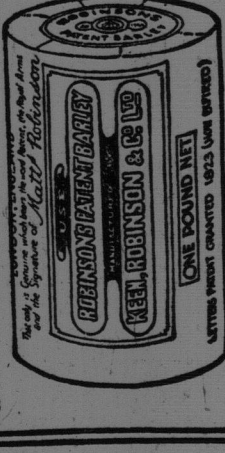
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we have scarcely any on hand," was their report.
The Connell Coal Co. have none on hand at all, are taking no orders and are expecting some to arrive next week. "We are still taking orders, although I do not know exactly how much we have on hand," said Mr. Burns of P. Burns & Co. The coal is coming and going all the time. We have no great stock on hand now.

"We are just dealing in a hand-to-mouth way," stated Mr. Milnes, "and are supplying our customers just as it comes in. We have no stock on hand."

Coal By Water.

Receipts for coal, according to the harbor master's statistics, give for August and September up to date, 16,685 tons, as compared with 19,821 for the same period last year, a deficit of 3,136 tons. Altogether some 60,000 tons have been received since the beginning of navigation this year.

"If there were lots of coal we would not bother about water transport," stated the fuel controller. "There is one advantage in hauling it by water in that it allows the coal cars to get back to the mines even before the coal is delivered in Toronto, whereas there is considerable hold-up with switchings, railroads, etc., when railways are used. However, it costs \$6.20 per ton by boat for shipment and only \$5.84 by train. That makes a decided difference."

NEW YORK'S FOOD

FILLS MANY TRAINS

Receipts of Eight Leading Fruits and Vegetables Require 50,000 Cars a Year.

(New York Times)
According to figures just compiled by the United States Bureau of Markets, the 7,000,000 consumers who live in this city and suburbs and depend on New York wholesale markets require each year nearly 50,000 cars of the eight leading fruits and vegetables. Such a number of cars would make a train 370 miles long or would extend from New York City across the State to Rochester. In the eight commodities are apples, potatoes, cabbage, onions, tomatoes, strawberries, cantaloupes and peaches. The receipts in this city of these commodities are about 15 per cent. of the total quantity reported shipped each year.

For the four years of 1916, 1917, 1918 and 1919 a total of 185,354 cars of the eight products were received in New York's terminals a yearly average of 46,338. Receipts were heaviest in 1916, when about 50,100 cars were received, and unloaded, as compared with 48,350 in 1917, with 49,150 in 1918 and with 47,700 in 1919.

"Approximately 29,900 cars of potatoes, onions, cabbage and tomatoes were received for consumption yearly, as compared with a yearly average of 19,000 cars of apples, peaches, melons and cantaloupes," says a statement from the Bureau of Markets. "In 1919 about 28,400 cars of these vegetables were received for consumption, as compared with 29,900 in 1918, with 30,600 in 1917, and with 30,560 in 1916. Receipts of these fruits were 19,200 cars in 1919 as compared with 19,250 in 1918, with 17,750 in 1917 and with 19,500 in 1916."

"The total shipments reported of potatoes, onions, cabbage and tomatoes for the four-year period were 823,000 cars, or a yearly average of about 205,750 cars; the four leading fruits filled 471,750

cars, or a yearly average of about 118,000 cars. Thus New York's annual consumption of the vegetables mentioned represent about 14 per cent. of all shipments of these vegetables while the demand for apples, peaches, melons and cantaloupes represents about 16 per cent. of the total shipments of these fruits. "The yearly receipts of apples comprise about 52 per cent. of all cars of these four lines of fruits received for consumption at New York each year. "As in other cities the quantity of boxed apples received for consumption at New York has gained each year during

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cantaloupes in July and August. Onions are in abundance throughout the year, but heaviest in May and October. Receipt of peaches reach their peak in July and are heavy in August. Potatoes are in heaviest receipt during June and July and lightest during January and February. Strawberry receipts reach their peak in June, while receipts of tomatoes are heaviest during May, June, July and August."

Even at Double the Price.
West—What do you think of the high cost of living?
North—I think it's worth it!

Miss Light Weighs 462.
New York, Sept. 22—Relatives and friends who attended the wedding of Miss Esther Light, of Rye, N. Y., to Daniel Holmes of Purchase, agree that Romeo was right and there is nothing in a name, for Miss Light's weight is 462 pounds. The groom weighs 186.

\$2,500,000 Allen Theatres Limited 8% Preferred Cumulative Shares with Bonus of 1/2 Share No Par Value Common Stock

The Valuable Resources Behind Allen Theatres Limited

Announcement of the organization of Allen Theatres, Limited, to acquire, operate and extend under the same management and control as before the interests hitherto conducted by Messrs. Jule and Jay J. Allen, brings the opportunity to describe the resources at the foundation of the new organization.

Allen Theatres, Limited, acquire all the theatres and motion picture organizations which have been built, purchased, leased or operated by Messrs. Jule and Jay J. Allen. The new company comes into possession of the assets and assumes the liabilities of Jule and Jay J. Allen as at August 31, 1919, together with all acquisitions since made.

With the financial arrangements completed the new company will possess net assets over liabilities in excess of \$7,500,000.

These assets are composed as follows:—

- (1) Control of 52 operating theatres, with a seating capacity of 51,862.
 - (2) Control of seven theatres under construction, with a seating capacity of 11,400.
 - (3) Control of three sites, with plans for a seating capacity of 7,760.
- A total seating capacity of 71,022.
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For the calendar year 1920, up to April 30, earnings showed a net result of \$144,902.54, and for the fiscal year 1920-21, earnings are estimated at \$750,000.

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