

THE GREAT  
1917 COAL AND  
LOCOMOTIVE  
CRISIS

C H RIFF

# 'T WAS 8 BELOW HERE, 18 AT RICHMOND HILL

Toronto Shivered This Morning  
in Second-Coldest Snap  
of the Winter.

## SHARPEST ON JAN. 11

Cheer Up!—"Milder Tempera-  
ture Over Sunday," Says  
Weather Man.

Observatory (official)	8 Below
Wychwood Park	10 "
Earsloott	10 "
Bathurst Hill	11 "
Mimico	12 "
Weston	11 "
West Toronto	10 "
Bedford Park	14 "
Richmond Hill	13 "
Don Jail	8 "
West Hill	18 "
Humber Bay	10 "
Lambton Mills	9 "
Island Wireless Station	7 "
Bathurst and Dupont	8 "

Toronto was shivering in a tem-  
perature eight below zero this morn-  
ing, the mercury having dropped  
twenty degrees since yesterday. Out-  
side of the city the cold varied from  
18 below at Richmond Hill to 7 be-  
low at the Island.

### Second Coldest This Winter.

This is the second coldest snap this  
winter, the last being on January 11,  
when the mercury registered 9 below.  
The weather has been hovering  
around zero for several days, how-  
ever, and the cold snap to-day was  
not so keenly felt as the previous one,  
which was preceded by an extremely  
mild spell. The weather man pro-  
mises a little milder temperature  
over Sunday.

"The cold wave is coming from the  
north-west," said the Weather Man  
to-day, "and it will continue to-night  
and to-morrow." In the West the  
temperature is as far as 40 below in  
some places. In the Maritime Pro-  
vinces there are slight snow falls.

# 3,500 CARS OF COAL LIE IN BORDER YARDS

But Canadian Railways Won't  
Move It—U. S. Rail-  
ways Ready.

## BLAME THE C.T.R. CO.

Toronto Men Meet No Success  
Trying to Hunt Coal  
in Buffalo.

Special to The Star by a Staff Reporter  
Buffalo, N.Y., Feb. 2.—If the Cana-  
dian railroads handling the coal for  
Toronto will frankly set before the  
American roads running to the Nia-  
gara frontier the famine conditions  
existing in Toronto and other On-  
tario cities, and their own inability  
to cope with the situation, the New  
York Central, Delaware, Lackawan-  
na and Western, the Erie and the  
Pennsylvania Railroads will come to  
their assistance. This statement was  
made to The Star to-day by a high  
official in one of the above-men-  
tioned railroads. It was even sug-  
gested that if the Canadian railroads  
failed to make the approach, the  
voice of the Boards of Trade would  
be heard.

### Can't Spare Engines

The American roads have already  
given some assistance. Two or three  
coal trains in the last week or two  
have been run through to Hamilton  
and Toronto. For the last two days  
eleven Delaware and two Erie loco-  
motives have been loaned. The rail-  
road official who made the offer of  
help could not say that such help  
would take the form of motive  
power. He declared, however, that  
he believed his own and the other  
railroads would render assistance by  
separating the cars of coal from the  
other freight and make solid trains  
of coal. At present coal and other  
freight is being handled as it hap-  
pens to lie in the yards, although it  
is true that the greater part of the  
movement is coal.

### Congestion Continues Afoot.

A Grand Trunk official admitted  
to The Star that there were 1,500  
cars in the Black Rock yards and  
2,900 more at Fort Erie. He declared  
that while his company was moving  
from three to five hundred cars of  
freight every day, there was no sign  
of getting ahead of the congestion,  
for the reason that as these cars  
were moved a larger number came  
in.

### Blame G.T.R.

This official also declared that the  
recent reduction of the passenger  
service in Ontario has had little, if  
any, effect in clearing the conges-  
tion. He declared that the passen-  
ger engines released for freight work  
were not powerful enough for the  
work, especially in the winter, when  
a snowfall reduces efficiency by  
about twenty-five per cent. Every-  
where here in coal and railroad cen-  
tres the blame is placed upon the  
Grand Trunk. G.T.R. officials them-  
selves admitted it, and others were  
very emphatic on the point. What  
is more, no one seems to expect any  
improvement until spring and warm-  
er weather reduces the demand for

TORONTO  
STAR

February 2

1917



# RAILWAYS WON'T HAUL MEAT CARS FOR BRITAIN

Fifty Carloads Destined to Feed  
the British Public Side-  
tracked in Yards.

## EMBARGO IS IN EFFECT

C.P.R. and G.T.R. Confess  
Their Inability to Serve  
the Empire.

An embargo on the shipment of pork products from the abattoirs of Toronto, now enforced by the C.P.R. and the G.T.R. is the latest evidence of the helplessness of the two railway companies to handle the freight situation. Since Saturday the C.P.R. has refused to accept for shipment any meat or provisions, east of Smith's Falls, while the G.T.R. will take shipment, but will not guarantee delivery of the freight. Seriousness to this latest action of the railway companies is added by the fact that much of the freight is for England. Since the embargo went into effect it is estimated that 200 cars of provisions, each loaded to capacity, have been held in the yards of the city's pork packing plants.

The railway companies have not given the shippers official notice that there is an embargo in effect for as one shipper said: "They will pull the cars out of your yard and then leave them in their own yards."

At least half a dozen plants are affected by the action of the railways the principal ones being: Gunns Limited, Swift Canadian, Harris Abattoir, William Davies Co., T. Eaton Co., and the Robert Simpson

STAR

February 4  
1917

# LOANS LOCOMOTIVES

## Foresight of Government Relieves Companies

Ottawa, Feb. 4.—Foresight on the part of the department of railways in the placing of orders for locomotives has enabled the Canadian government railways to come to the aid of other systems which have been suffering from lack of motive power. Last year the department ordered 100 engines of the Mikado type, of which 70 have so far been delivered. Of the 70, 35 have been rented, 15 to the Canadian Northern, 15 to the Grand Trunk railway and four to the Algoma Eastern railway. Three of the locomotives which have been in use on the last-mentioned road have been returned to the government railways and have just been loaned to the Grand Trunk to relieve congestion on that line at the Niagara frontier. From 15 to 20 more locomotives will be placed at the disposal of the Grand Trunk as they become available.

At the same time the government railways have been adequately supplied with motive power, and have, it is stated, had a very successful winter in spite of the severe and stormy weather. Freight traffic on the Intercolonial railway, although it has been some 40 per cent. heavier than under normal pre-war conditions, has been handled expeditiously.

TORONTO  
STAR

February 5

1918



# COAL MOVING

## Grand Trunk Handled Large Quantities Yesterday

According to statements made this morning by local railway officials, the problem incident in the scarcity of coal is being rapidly solved, and at the present time greater quantities of the black diamonds are being delivered here than in many months.

"We had more coal trains in service yesterday in and out of Hamilton and Toronto than in months," said J. H. Gordon, local superintendent of the Grand Trunk Railway company. "Almost every train run yesterday was a complete coal train, and even on trains of the mixed freight class coal was the most in evidence."

The Grand Trunk, in addition to all its own available locomotives, has during the past few days chartered several from the Erie and Pennsylvania railroad, also from the Lehigh Valley and the D. L. lines. These engines, it is stated, cost the Grand Trunk \$75 a day. Some of these engines came into the city yesterday with loaded coal cars, and they will be continued in this service till such time as the backlog in terminal yards has been cleared and the coal situation restored to normal conditions. The G.T.R. in two months, has paid out for borrowed locomotive power over \$60,000.

February 6

1917



## Upon Officials in States

*Desire to Avoid Entrance to War Grows—Hoped Germany Will Find Way of Escape.*

Special to The Star by H. J. Archibald, Washington, D.C., Feb. 7.—Still waiting for the spark which will blow up the whole powder magazine would represent the situation here to-day. Of course, the spark may not be dropped into the powder. Germany seems to be desperately anxious to avoid it, and President Wilson is determined that the United States will not be the one to furnish a pretext for war. Probably no one can say what the probable outcome will be, but some members of his Cabinet do not believe that an open breach can be avoided and say so.

### Tension Is Telling.

The Government would no doubt be delighted if a declaration of war could be avoided. The United States would have shown her independence without having to foot the bills of war. On the other hand, however, the present state of tension upon high officials is well-nigh unbearable.

This afternoon brought the first reply from South America to the President's appeal for action similar to that of the United States by other neutrals. It came from Brazil and was a refusal to go to the length of severing diplomatic relations with Germany. A strong protest against unrestricted sea savagery will be lodged, and there the matter will be allowed to stand for the present. Similar replies are expected from the other South American countries. It is taken to indicate that, though they are for the moment unprepared to follow the United States all the way in the state of war, they can be depended on to back this country up to the limit.

### Didn't Expect Appeal To Succeed

Mr. Wilson's call to the neutrals was foredoomed to failure, according to the view expressed here. The neutral nations lying within Germany's reach might reasonably be expected to hesitate, it is pointed out. Moreover, the usual attitude of South America toward the United States is such as seriously to interfere with the success of any such plea to them. They view with no little apprehension and mistrust most moves made here. There have been mistakes, failures of fact, and misunderstandings scored up against this country's South American policies, and Washington is quite frank in its expressed opinion that little was to be hoped for of a compliant nature from this quarter. There is no fear expressed, however, that the Latin republics will be behindhand in the final crisis.

### Would Like Austrian To Remain.

Considerable prominence has been given to a rumor that Germany will now proceed to back down from her position of last week, but those closely in touch with the Government discount it absolutely, pointing out that both Governments have now gone too far to permit of a step backward without an enormous loss of prestige.

Meantime the newly-arrived Aus-

discovered arrangement, for one thing with him out of the way any point of contact with Germany is lost. If things can be patched up with Austria, and the Austrian representative remembers what happened to Dumba and does not indulge in the extra-ambassadorial activities of a murderer, an incendiary or a spy, he can be really useful to both sides. If he is given his credentials, however, there is sure to be a loud outcry from those who remember his predecessor's acts and the much more serious activities of Von Papen, Hoy-Ern, et al.

### Tarnowski Between Two Horns.

"I think Austria has learned its lesson and the new Ambassador—provided always Austria is not as deeply involved as Germany in this murder plot—will have a useful work to do here," said one man.

"Kick him out with Bernstorff. They are all alike, and we don't want such men in high places near our Government at a time like this," said another.

The two factions both have the ear of the President, and for the moment nothing is being done, at least openly. Speculation is, of course, still at fever heat over the extent to which the United States would "go into" the war. Much of course depends on the nature of the overt act with which a state of warfare would begin. If this were flagrant enough the country would flame into a passion that would swamp the recruiting offices completely, but it might as well be realized that it will take some such act to stir the people up.

### Not Stirred To Recruiting Stage.

There is not, for instance, the least perturbation over the fate of the American member of the crew of the *Evestone* killed by a German submarine's shell when in an open boat abandoning a sinking ship. Of course, it is supposed that the *Evestone* was acting as a British collier, but there is as yet no certainty of this, and in the meantime everybody is quite calm.

### Where Wilson Erred.

"Wilson's biggest blunder so far was when, in protesting against the British stoppage of American vessels, he intimated that the British blockade was illegal," said one of the President's warmest supporters to-day. "That gave the Germans a handle they have used ever since. The trouble is, they can quote the President in their denunciation of the blockade, and can, with a certain amount of logic, argue that he should insist that illegalities on both sides should be stopped by this country. It was a mistake for the President to take that stand."

### Bernstorff Is Popular.

The Bernstorff men are getting ready to leave. The ex-Ambassador from Germany is personally a very popular man, and there is no disposition to minimize a certain value in the work he has done here. While his connection with certain dark doings is loudly asserted by many, and

TOBONTO  
STAR.

February 7  
1917



# M.C.R. RAISE EMBARGO ON COAL SHIPMENTS

Situation in Toronto is Relieved  
—500 Cars Hauled During  
Week-end.

The embargo placed December 26 by the New York Central railroad on shipments of coal coming into Canada via the Michigan Central line was raised on Saturday night. The embargo on coal entering Canada over the Grand Trunk is still in force, but does not seriously affect the situation, as it is possible to bring coal into Canada over the M.C.R. and re-route it via the G.T.R. As a result of lifting the embargo there was a partial cleaning up of the congestion at Black Rock.

"It will go a long way to relieving the situation, as it means there is plenty of coal in sight," said H. A. Harrington, assistant fuel controller.

More than 500 carloads of coal were hauled into Toronto over the week-end, according to railway officials. On Saturday morning Superintendent Farrell of the Grand Trunk promised that with the break in the weather the roads would catch up considerably on the coal demand but the quantities this road in conjunction with the C.P.R. were able to lay down on the sidings exceeded even his expectations.

The bulk of the supplies hauled yesterday were for domestic use. Many local dealers have already received delivery. To-day should see most of the dealers in a position to make deliveries of fuel in small quantities.

Railway officials say that Toronto is really much better off so far as fuel is concerned than many cities in the Eastern States. The extreme cold weather and the blizzards which have held sway there for the last ten days have completely tied up some of the branch lines with the result that coal shipments have been completely held up. With a few days of mild weather, railway men say,

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JANUARY 7

1918

#### Munition-making pays better.

Other railway men state that in some of the railway shops the companies are making munitions, and it is only natural that the mechanics were immediately attracted from the railway work to the better pay on munitions. Another stated that it looked as if the companies were making more money on munition work and didn't "care a hoot" about the transportation.

#### Easy to Clear Up Situation.

"Let me tell you something," said a leading engineer. "The coal situation could be cleared up and the shortage made a thing of the past if the railways would just settle down to a policy of taking a week or ten days to be devoted to 'coal drags' as we call them. Let them pull the coal away from the border for a week to the exclusion of other kinds of freight except perishable stuff. Let the other stuff wait. The coal is what is needed. The other classes of freight can afford to wait. If that were done the country would be filled with coal. But the trouble is that the railways keep pottering away at all classes of freight, trying to keep a little of each moving, and, as a result, there is the coal shortage, and nobody is satisfied."

#### City Needs 250 Cars Daily.

Toronto needs 250 cars of hard and soft coal per day to meet her daily consumption; and, according to the statement of Mr. W. H. Farrell, superintendent of Toronto terminals, the number of cars which arrived in Toronto during the first seven days in February was 533, or an average per day of 76.

Toronto, according to estimates provided by coal dealers and manufacturers, needs about 12,500 tons of hard and soft coal per day. During the first seven days in February Toronto received on an average of 76 cars per day, or 4,800 tons. This is an average shortage of 7,700 tons per day. Then it must be taken into consideration that the companies themselves commandeered a proportion of the 4,800 tons a day, which again reduces the supply and shows the serious state of the coal situation in Toronto.

#### 120,000 Tons of Coal At Border.

If Toronto is to be placed out of danger the number of cars of coal coming to Toronto should be much more than the average daily consumption, so that the industries and the people could get a little ahead instead of having to live from hand to mouth. Some time ago the congestion of Canadian freight at the border was stated to be 2,500 cars. An official of a big Toronto industry states it is at least 5,000 now. Assuming that it is 4,000 cars in the switches at Buffalo (and it is stated by an official of the Government that it is safe to say 50 per cent. of this is coal), then there are at least 2,000 cars of coal in the Buffalo yards, or 120,000 tons of coal tied up there. The great mass of this is destined for Toronto. Moving this coal at the rate of 76 cars a day, which is the average for the first seven days in Febru-

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## Whole System Is In Jeopardy.

The departure of the best and oldest mechanics in the service has broken up the service organization in the shops, and placed the whole transportation system in jeopardy. Even the railways are suffering from lack of coal.

At one of the railway powerhouses in Toronto employees were breaking up wood to keep the plant going pending the arrival of coal. There seems to be one solution of the lack of labor, and that is for the railways to give the men reasonable advances in wages. As one railway man said: "Railway mechanics would rather work in railway shops than anywhere else, and it is a pretty bad condition that makes them sever their connection to go to other plants."

Mr. W. S. Wilson, G. T. R. transportation superintendent, told The Star to-day that the use of "coal drags" for a week or ten days to relieve the situation as suggested yesterday was not practicable. "There are other materials, such as perishable consignments and supplies for munition plants, that are just as urgently required."

The Star pointed out to Mr. Wilson that when a reporter was in Buffalo last week a high official of an American road declared that if the Canadian roads would frankly set before the large American roads running to the Niagara frontier the famine conditions with which Toronto and other Canadian cities are faced, they (the American roads) would assist the Canadian roads by separating the coal from other freight and make up solid trains of coal. Mr. Wilson made a note of the suggestion.

The Grand Trunk state that 92 cars of hard coal and 37 cars of soft coal were placed in Toronto to-day. In addition to this, four trains with from 22 to 26 cars of coal each were en route to Mimico, and would reach there this afternoon. It was also stated that eight engines and crews would be despatched to Fort Erie to-night.

The C.P.R. brought in 49 cars of coal and three cars of coke, and have 26 cars of coal and one car of coke at Hamilton, waiting to be hauled to Toronto.

TORONTO  
STAR.

February 9  
1917

# G.T.R. ADMITS MEN ARE NEEDED, BUT CUTS OFF TRAINS

Latest Action Heaps Up Public  
Inconvenience, But Is of  
Scant Benefit.

## LABOR MEN DEMAND ACTION BY THE GOVT.

Despite the fact that the real reason for the Grand Trunk's failure to handle the freight situation is lack of men more than lack of engines, and that the real reason for the lack of men is the failure of the Grand Trunk to pay adequate wages to their employes, a further reduction of the passenger service is announced to-day. Thirty trains will be dropped from the passenger schedule, beginning to-morrow. The cancellation of these trains will not, according to the previous confession of Grand Trunk officials, do more than supply additional crews for the freight service. It will not supply machinists, although it is admitted that the shortage of skilled mechanics in the repair shops is the real reason for the present shortage of motive power. Only the action of the Grand Trunk in offering decent wages for mechanics will remedy this condition.

Mr. William S. Wilson, G. T. R. superintendent of transportation, is authority for the statement that a reduction of passenger trains does not do much more than provide crews badly needed, and allow of a freer movement. He admits that the most powerful passenger engines in the service do not measure up to the standard required for freight hauls. The loss of efficiency in the most powerful type of passenger engine is at least twenty per cent., according to Mr. Wilson.

These statements prove that Grand Trunk officials know perfectly well that reductions in the passenger service are not the means that should be adopted to give the people of Toronto a square deal.

### Reduced Service Not a Remedy.

This is particularly true of the reduction announced to-day. The changes in the schedule announced to-day will release only three engines of the large type, namely, those from the trains running to and from Orillia and from Hamilton to Port

TORONTO  
STAR.

February 10  
1917



# G. T. R. EXPLAINS

## Denies Unusually Large Number of Engines Are Tied Up

It was reported here this week that no less than 80 Grand Trunk engines were tied up at Stratford awaiting repairs, and that the coal famine was largely due to this. A Stratford dispatch to-day says:

"The number of locomotives under repair here is not abnormal for this time of the year," said G. T. R. Superintendent R. H. Fish. "Of course severe weather and heavy snow mean frequent trips to the repair shops, but I do not think the number is larger than in other years."

"This week nine repaired locomotives were delivered from the shops and three more will be next week," added Mr. Fish, when asked if the crisis is past. This is an unusually large number, and indicates that the shops are able to handle all repair demands. None of the officials would divulge the actual number of engines under repair, but insisted that it is not abnormal. The capacity of the shops is about thirty locomotives, and it is known that the repair gangs are very busy. Many locomotives standing in the yards are beyond immediate repair, and have been there for years. Unusually severe weather and heavy freight service put upon the locomotives have meant what the officials term "quite a number" of broken-down engines.

Hamilton Spectator

February 10 1917

# SIR H. DRAYTON GOES TO BORDER BY SPECIAL TRAIN

Chairman of the Railway Board  
Realizes Seriousness of  
Coal Situation.

## COAL OFFICES SHUT. NO ORDERS TAKEN

Realizing the seriousness of the coal situation, Sir Henry Drayton rushed to Fort Erie to-day by special train to make a personal inspection of the situation there. Sir Henry arrived on the Ottawa train too late to make connections with the regular train for Fort Erie. Hearing, however, that the Grand Trunk was despatching some engines and crews from Mimico, he had his special car attached to one of the engines and went to the frontier that way rather than wait for the next train.

Mayor Church to-day declared that if his scheme for the keeping open of the bay during the winter months was not feasible, the only thing left to do was for the Government to take over and operate the railways between Toronto and the frontier.

It was practically impossible to place an order for coal in Toronto to-day. The rush of orders has been so great during the last week or two that even the largest dealers have been compelled to close their offices and thus prevent the filing of more orders. Just when the offices will be open again, depends entirely upon the speed with which the deliveries are made.

In the case of many of the smaller coal companies, it is not altogether a question of the volume of orders on hand. A large number of them are completely or practically out of coal.

The situation is worse to-day than it has ever been since the shortage became apparent. This is true in regard to both hard and soft coal. The zero weather caught many people with their coal bins nearly empty. The result to-day is frantic inquiries by person and over the telephone at all coal yards. But all inquiries, except in the cases where serious sickness exists at the house, are met with the same answer. No orders can be taken.

Who is to blame?

Says G. T. R. is to Blame.

This question was put by The Star to Mr. Ernest Jones, treasurer of the C. A. Wilson Coal Co.

"For the present situation the Grand Trunk is entirely to blame."

TORONTO  
STAR

February 12

1917



# COAL SITUATION IS MORE SERIOUS

RESERVE SUPPLIES DEPLETED  
AND LITTLE COAL IS COMING  
THROUGH

The coal situation in Brantford daily becomes more serious as each passing hour of the extremely cold weather sees the reserve supplies nearer total depletion. The Grand Trunk Railway system is blamed by many for the shortage here. It is said there are thousands of carloads of coal standing on siding at the border made up of cars for different parts in Canada that cannot be moved owing to the failure of the G. T. R. rolling stock. Many of these, it is claimed, are literally frozen in, the wheels and, in fact, whole trains being covered with ice.

One local dealer stated this morning that he has cars of coal that were shipped in October and have not arrived here yet. He spent practically the whole of last week corresponding, telegraphing, telephoning and even made a trip to the border in the hope of getting through some of the coal he had had on order, but stated this morning he was no nearer than when he started. He stated that it was a hard thing to have women come into that office and with tears in their eyes ask for coal, which had to be refused them. Three carloads of coal were received yesterday by the Gibson Coal Co., three by the Miller and Millan Co., one by the Mann Co. and one on Saturday by the Stander Co. While these, of course, will help to relieve the situation a little, in view of the great shortage they will not help matters very much.

Brantford  
Expositor

February 12  
1917

## EIGHTEEN ENGINES LOANED

Sir Henry Drayton Looks for Improvement in Situation.

As a result of Sir Henry Drayton's action in personally investigating the coal situation at the border, the American railroads running to the frontier have arranged to help out the Canadian roads by the loan of locomotives and other means of co-operation. This bears out the statement made to a Star reporter by a leading American railroad official in Buffalo a few days ago that if the Canadian roads would frankly state their inability to handle the situation, the American roads would be glad to give them assistance.

Sir Henry Drayton's statement that the trouble has arisen because the equipment has been allowed to run down, with the result that there is a decrease of fifty per cent. in the efficiency of the locomotives, also bears out The Star's contention that the problem was to be solved in the repair shops of the Grand Trunk.

Sir Henry declared that the largest factor in the problem at present was the temperature, and that was reasonable weather conditions the plans to be adopted will insure a daily receipt of at least 250 cars of coal a day in the Toronto terminals. "and perhaps a great deal more," he added, with assuring emphasis.

Superintendent H. E. Whittenberger of the G. T. R., who attended the conference in Buffalo, stated that he had arranged for the loan of eighteen locomotives from three American railways.

TORONTO STAR

February 12, 1917



# TRAIN FREEZES UP DURING A DELAY

International Limited Stopped  
By Derailment of Truck.

A wheel rendered defective by the extreme cold about midnight last night caused the derailment of one truck on a coach of the Grand Trunk's fast express, the International Limited, a quarter of a mile out of Ingersoll. The train was quickly stopped and further derailments averted. The fast express was delayed nearly three hours, however, by the break.

It was found necessary to run to Dorchester with the front part of the train and then return on the eastbound tracks to Ingersoll for the rear, leaving the derailed car to the care of a wrecking crew. When the front section was finally recoupled to the rear half it was found that during the wait the latter portion of the train had frozen up and a further delay was caused while it was thawed out.

London  
Free Press

February 12  
1917

# CONTROLLERS CALL UPON GOVT. TO ACT

Want Grand Trunk Lines Be-  
tween Toronto and Nia-  
gara Taken Over.

TO SOLVE PROBLEM

City Decides to Open Coal  
Office and Deliver  
Orders.

The Board of Control to-day passed two resolutions dealing with the coal situation. One was that a petition be presented to the Dominion Government requesting it to take over the right of way of the G. T. R. double track from Toronto to Niagara Falls and operate the road until the present coal situation is over.

The second resolution was: "That a summary application on short notice be made to the Dominion Railway Commission for an order to regulate carrying the coal from the border, imposing penalty for breaches of their regulations." This was passed after the board had listened to Mr. H. A. Harrington, secretary of the Retail Merchants' Association for nearly an hour.

"That doesn't ask them to take it over," objected Mr. Harrington.

"That's all we can do," said Mayor Church decisively. "We're absolutely in the hands of the Railway Board."

Run Head Into Noose.

"If we take over the section of railway between Toronto, Black Rock and Suspension Bridge, we are running our necks into the very noose the railways are laying for us," declared Mr. Harrington. "What happens if we take it over? We operate it under careful management and we will hurl into Toronto between 7,000 and 8,000 car loads and will have the same congestion here as we have at the border now."

"We could sit here from now to doomsday," he went on. "We are facing not only a hard coal famine, but a soft coal famine. The minute the first gun is fired between the United States and Germany, the soft coal ceases to come into Canada."

"If the Railway Commission bring in 100 cars a day along the double line from here to the Falls, it can be

Toronto Star

February 14

1917



# RAILWAY GREED IS RESPONSIBLE FOR COAL CRISIS

Men, 30 Per Cent. Underpaid,  
Leave Employ in Hundreds  
for Higher Wages

CITY NEEDS 250 CARS,  
GETS ONLY 76 DAILY

W. S. Wilson Admits Curtailing  
Passenger Service Didn't Help  
Much—Crews Alone Used.

Toronto cannot get enough coal because the railways have not enough motive power to pull the coal cars into Canada. And the reason the railways lack motive power is that they will not pay fair living wages to mechanics to keep their engines in order. That seems to be the existing condition of affairs. It is the condition that investigations of railway methods have disclosed.

"If the railways paid better wages there isn't much doubt they could obtain labor, and would have retained many of their mechanics who have left for other positions, and their rolling stock would have been in a much better position to cope with traffic at the present time," stated Mr. W. G. Powseland, general vice-president of the International Association of Blacksmiths, to The Star to-day. "It is true that many men have been attracted to the munition plants, where the wages are much higher. In addition to this, though, men have been attracted to general machine shops and jobbing shops because of the higher wages they are paying, and labor could have been retained and obtained by the railways by paying better wages. In Stafford, London, and Toronto on the G. T. R. for instance, blacksmiths, boilermakers, machinists, and car builders are working for from 25 to 32 cents an hour. Is it to be expected at the present time that men are after jobs at that price? The C. P. R. rates must be at least 30 per cent higher than these, and yet the C. P. R. rates are not as high as are being paid in outside industries."

Munition-Making Pays Better.

Other railway men state that in some of the railway shops the companies are making munitions, and it is only natural that the mechanics

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ary to reach Toronto it would take  
it days to move it. If the railways  
moved 250 cars a day, Toronto's  
average consumption, it would take  
less than ten days to clear the yards  
at Buffalo of the coal. Local dealers  
have been informed that no more  
coal will be shipped from the mines  
for Buffalo, for Canadian points, un-  
til the yards at the border are cleared.  
This means that the longer the rail-  
ways take to clear it, the longer it  
will be before more coal is shipped  
from the mines.

Mr. George Spencer of the Domini-  
on Railway Board, who left for Ot-  
tawa last night, has been in the city  
for several days investigating the  
whole situation. It is likely the Do-  
minion Railway Board will have  
something to say to the railways in  
the immediate future. Mr. Spencer  
has been making a careful survey of  
Toronto's daily needs of hard and  
soft coal, and has in his possession  
information from all sources to place  
before the Railway Board when he  
gets back to Ottawa.

#### Little Coal Brought In.

The Grand Trunk movement of  
coal last night and early to-day was  
smaller than it has been for some  
time. Twenty-eight cars of soft coal  
and forty-five cars of hard coal were  
placed this morning. It was stated,  
however, that six trains, having an  
average of 25 cars each, will arrive  
at Mimico this afternoon.

The C.P.R. brought in from Hamil-  
ton 48 cars of coal, but there are  
only nineteen left at Hamilton, in-  
dicating an extremely small haul  
from the frontier.

The reason given by Grand Trunk  
and C.P.R. officials for the small  
movement is the heavy snowstorm  
that raged at the Niagara frontier  
the last two days. The Grand Trunk  
officials declare that eighteen en-  
gines and crews were sent to the  
frontier the night before last, but  
that they could not get out because  
of the storm. Seven Grand Trunk  
engines and crews were sent to the  
frontier this afternoon, and four or  
six more will be sent this evening.

#### Wilson Admits 2,372 Cars.

Mr. W. S. Wilson, superintendent  
of transportation for the Grand  
Trunk, informed The Star that that  
company this morning had 2,372 cars  
in the frontier yards. Of these, 1,373  
were held on connections at East  
Buffalo, 389 on connections at Black  
Rock, and 200 at Niagara Falls. This  
means that there are 1,962 cars on  
American rails, waiting to be taken  
over by the Grand Trunk. There  
were this morning 410 cars in the  
Grand Trunk's own yards at Fort  
Erie waiting to be moved.

Mr. Wilson stated that 400 cars  
were moved by the Grand Trunk  
yesterday, despite the unfavorable  
weather conditions, and that close  
to 500 would be moved to-day.

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# RAILWAYS BAN SEED CARS AND MENACE FARMERS' CROPS

**C.P.R. and G.T.R. Refused To-day to Handle Seed Shipments,  
and Threaten to Strangle National Effort  
Towards Increased Production.**

At a time when increased production in everything is absolutely necessary to the very life and existence of the British Empire, and when increased production in agriculture is being preached by patriots on all sides as a road to victory, the railways have placed an embargo on seeds to points, in the case of the C.P.R., east of Peterboro, and in the case of the G.T.R. east of Toronto. This morning the C.P.R. refused to accept a carload of seeds sent down by the Wm. Rennie Co., Ltd., and destined for half a dozen points in the Province of Quebec.

All winter the seed stores of Toronto have been accumulating from all sides and cleaning an amount of seeds of all descriptions to meet what they expected to be an unprecedented demand, and at the very commencement of the shipping season and at the beginning of the time when the farmers of Eastern Ontario, Quebec, and the Maritime Provinces are preparing to obey the behests to produce for all they are worth, the seeds which they need are withheld. The Rennie stores at present team with hundreds of carloads ready to be shipped. As an example, according to Mr. Thomas Rennie, in one day of seed alone they have 120 carloads ready to be sent away.

Just What Railways Did.  
This is exactly what happened to-day, Mr. Thos. Rennie told. The

Star. "The Dominion Transport team handling staff for the C.P.R. took one load to the station at Simcoe street. It was refused. The man down there called up our shipper and there was an embargo, and that they could not take anything east of Peterboro. The load was returned."

"This will mean that the Eastern farmers who go in for mixed farming will have to do without seeds. At this time they are just beginning to buy their stocks to be ready when the thaw comes, and now they will have to stand idle. Why, we cannot even get anything sent down to our branch in Montreal."

To-day Mr. Rennie sent the following telegram to Hon. Martin Burrell, Minister of Agriculture, Ottawa: "C. P. R. have this morning refused consignment of seeds east of Toronto. Situation is serious, and must be relieved immediately if farmers are to have supply for spring seeding. Seeds being an absolute necessity, should not be embargoed."

Similar messages were sent to Sir Henry Drayton, chairman of the Dominion Railway Board, Geo. H. Clark, Dominion Seeds Commissioner at Ottawa, and Premier Hearst, Minister of Agriculture for Ontario.

Appeals to Minister of Agriculture.  
Yesterday Mr. Rennie wrote to the Hon. Martin Burrell as follows: "We would like to draw your attention to the embargo placed by the G. T. R. on shipments east of Toronto, which prevents us getting seeds into the merchants' hands. It had been our aim this season, owing to the heavy demands on agricultural lines to make shipment as early as possible,

in order that the farming community generally might be supplied with their requirements and it is hardly fair that shipments such as seeds, an absolute necessity to the country, should be held back by the railways. We are taking the matter up with Sir Henry Drayton, and if some progress were also brought to bear direct from your department we are sure your influence would be of material assistance in having the railways realize the importance of carrying seeds and agricultural needs with all possible speed."

"This is only the very beginning of the three or four months during which we ship to the farmers," Mr. Rennie told The Star, "so you may realize what it means if it is kept up. All kinds of seeds will be required and vegetable seeds especially will require to be planted early. We have been told that Canada's national importance this year will be measured by the resourcefulness of its production, and that the patriotism of the Canadian farmer will be proven by the effort expended to grow all the grain, fodder, vegetables, and roots the Dominion can produce. It was to be our way of contributing to the nation's seed and an opportunity of enlisting the farmers of Canada in the honor roll of the Empire. Yet here we are now cut off from supplying the same farmers with the very means of beginning production."

Mr. Rennie does not believe that the embargo on seed will be allowed to stand. He has high hopes that the authorities will realize how ridiculous such action on the part of the railways is. The firm during the past months had great trouble in collecting the tremendous amount of seed they have now stocked owing to delay on the part of the railway companies. Several times they had to communicate with Ottawa about this. That the authorities there realize the important part seeds are likely to play in the present time of war is evidenced by replies to complaints made by the Rennie Company.

Sir Henry Drayton wrote: "I entirely agree as to the importance of its (seeds) movement, and it (seed) will receive a preference."

On another occasion Hon. Frank Cochrane, Minister of Railways, wrote: "I am forwarding your letter to the chairman of the Railway Board, asking him to take whatever steps possible to see that prompt movement is given to seed shipments."

Canadian Flying Officer.

Special Cable to The Star by Wire-mere. Copyright.

London, Feb. 8.—Lieut. E. F. Jordan, 1st Canadian Pioneers, was today gazetted temporary lieutenant for duty with the Royal Flying Corps.

The marriage has taken place in London of Lieut. J. Cummings, Canadian Engineer, to Maud, daughter of the late Robert Inches, Edinburgh, and Mrs. Inches, London.

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# C.P.R. WORKS JAPS, G. T. R. REFUSES A WAGE CONFERENCE

G. T. R. Allows 29 of Its Best  
Mechanics to Leave, Refus-  
ing to See Them.

## THE STAR REFUSED INFORMATION BY G. T.

Action of Master Mechanic Is  
Tacit Admission That the  
Wage Charge Is True.

"Low wages is absolutely the reason why at the present time almost every section of the mechanical department of the railways is undermanned," stated a railway man positively to The Star to-day. "The very best mechanics could have been kept by a reasonable increase of wages."

There is abundant evidence that the statements made by railway men about low wages are correct.

The refusal of Mr. William C. Sealy, master mechanic of the Grand Trunk, to see The Star reporter to-day, and his further refusal to make an appointment to discuss this important matter, would appear to indicate the company's policy of discouraging an investigation into the real causes of the railway's fall-down. The Star first of all endeavored to get information regarding the wages paid by the Grand Trunk from Mr. W. S. Wilson, superintendent of transportation, but was informed by Mr. Wilson that the matter was not one of which he could speak with authority. Mr. Sealy was the only man from whom The Star could get the information, said Mr. Wilson.

When The Star called at Mr. Sealy's office, a clerk said he was engaged with three or four men. The reporter then announced his willingness to wait until the conference was over. At this the clerk went in to Mr. Sealy's office, returning with the information that Mr. Sealy was too busy to see The Star. The Star then asked for an appointment, but the reply was that Mr. Sealy was too busy to make one. Then The Star asked the best time to call and see the master mechanic. The clerk replied that he could not give this, as Mr. Sealy was "too busy."

Wm. Hagen, manager of the International Machinists' organization in Toronto, declared to The Star to-day that "six months ago the G. T. R. had a staff which could have handled any repairs to their motive power here. There were 29 mechanics at the round house at Spadina avenue, and they were receiving 29 cents per hour. The men asked for a conference with the officials of the G. T. R. to present their request for an increase in wages. They were not even granted the courtesy of a conference, and they quit for other jobs. The company brought in men from Boston, and they wouldn't work at the wages, and went firing. I understand. But there is not the slightest doubt that the men could have been retained by decent treatment. I am of the opinion that men could be obtained now if decent wages were offered. Some of the men went into munition plants, but there are men

Continued on Page Two.

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# GRAND TRUNK ADMITS MEN ARE NEEDED

(Continued from Page One.)

Huron. With the exception of these and the trains running between Peterboro and Toronto, which have not been taken off but have just been changed, the trains cancelled are those on branch lines where the engines used are so light that it would be absurd to put them on a string of 20 to 25 coal cars.

The reduction in the passenger service, while it causes inconvenience to the traveling public—an inconvenience which would be borne without a murmur if it really meant anything—does not supply the real need, namely, machinists to repair the powerful freight engines allowed to run down and that are now standing idle in the repair shops.

## Labor Men Demand Action.

Following The Star's exposure of wage conditions on the G. T. R., and the explanation of how the coal scarcity is largely dependent upon failure to pay a decent wage, labor men of the city are demanding immediate Government interference on behalf of the consumers of coal.

One of the prominent officials of the Trades and Labor Congress of Canada pointed out to-day that the G. T. R. was in such bad odor with official arbitrators on wage schedules that in some cases the arbitrators refused to consider their schedules of wages in considering the wages to be paid men on other railways.

"When the Board of Investigation and Conciliation appointed by the Minister of Labor met in Hamilton last year to consider the demands of the machinists, boilermakers, blacksmiths, and railway carmen employed by the Toronto, Hamilton, and Buffalo Railway this board refused to entertain the wage schedules of the G. T. R. Judge Snyder of Hamilton, who was the chairman of the board, was very emphatic in his condemnation of the low wages paid on that railway, and as his two colleagues agreed that the wages paid were abnormally low they decided to take into consideration the wage schedules of the C. P. R., C. N. R., Pere Marquette, and Michigan Central.

## What G. T. R. Really Pays.

The analysis of the wages paid on these railways showed that the G. T. R. paid as much as ten cents an hour lower than their competitors, and had no regard for the living conditions of their employees.

The following schedules of wages indicate how low the rates of the G. T. R. are when compared with other railways:

	Black-smiths.	Machinists.	Boilermakers.
C. P. R. ....	32-40	37-42	37-42
Gov't. ....	32-40	37-42	37-42

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	Black-smiths.	Ma-chinists.	Boiler-makers.
C. P. R. ....	32-40	37-42	37-42
Gov't. ....	36-40	37½	37½-41
P. M. ....	34-37	37	37
M. C. ....	34-37	37	37
T. H. and B. ....	40-42	40-42	42
G. T. R. ....	32	32	32

This schedule gives the hourly rate of wages on the six railways and the rates quoted for the G. T. R. are the maximum rates in each case. There are blacksmiths working for the G. T. R. who get as low as 22 cents an hour, while blacksmith helpers receive as low as 20 and 21 cents an hour. On the C. P. R. and Government railways the blacksmith helpers get from 24 to 26 cents an hour.

In the payment of wages to machinists the disparity is very great. The Toronto, Hamilton and Buffalo and the C. P. R. are paying as high as 42 cents an hour, while the maximum rates on the G. T. R. are 32 cents an hour. The lowest rate on any of the other five railways is 37 cents an hour. The same conditions apply with equal force to the other trades on the other railways, where the minimum rates are not lower than 37 cents an hour as compared with a minimum rate of 32 cents an hour on the G. T. R.

#### Working Conditions Disagreeable Too.

But it is not only in the payment of wages, but in the working conditions that the different tradesmen prefer to work on the other railways.

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# GRAND TRUNK TO PUBLIC: "NONE OF YOUR BUSINESS"

Management Shuts Down on All  
Information as to the  
Fuel Supply

## AND CONGESTION OF RAILWAY TRAFFIC

It is Ground That No Good  
Can Come of It—Orders  
From the Top.

The Grand Trunk Railway has decided that it is none of the public's business to know how completely it has fallen down in handling the coal and freight situation. The lid was put on tight to-day. Instructions have been issued to officials not to give information to the newspapers. In the words of Mr. W. H. Farrell, general superintendent, "We would rather shut the papers off altogether than have a controversy." Interpreted, it means that the citizens and manufacturers of Toronto who are suffering hardship and inconvenience because of the Grand Trunk's collapse may, go to the North Pole.

The information was given to The Star when its reporter called at Mr. Farrell's office for the figures regarding the coal haul, which have been handed out each day in a routine manner. Mr. Grant Gordon, chief clerk to Mr. Farrell, explained that the figures would not be given out in future. This, he said, was the result of an order issued by his chief. When The Star saw Mr. Farrell, he confirmed what Mr. Gordon had said.

Ordered from Above.

"Did you issue the order personally or did it come from higher up?" asked The Star. "It was both personal and from higher up," was the reply.

"So that in future the public is not to know what the railways are

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## Latest Action Heaps Up Public Inconvenience, But Is of Scant Benefit.

### LABOR MEN DEMAND ACTION BY THE GOVT.

Despite the fact that the real reason for the Grand Trunk's failure to handle the freight situation is lack of men more than lack of engines, and that the real reason for the lack of men is the failure of the Grand Trunk to pay adequate wages to their employes, a further reduction of the passenger service is announced to-day. Thirty trains will be dropped from the passenger schedule, beginning to-morrow. The cancellation of these trains will not, according to the previous confession of Grand Trunk officials, do more than supply additional crews for the freight service. It will not supply machinists, although it is admitted that the shortage of skilled mechanics in the repair shops is the real reason for the present shortage of motive power. Only the action of the Grand Trunk in offering decent wages for mechanics will remedy this condition.

Mr. William S. Wilson, G. T. R. superintendent of transportation, is authority for the statement that a reduction of passenger trains does not do much more than provide crews badly needed, and allow of a freer movement. He admits that the most powerful passenger engines in the service do not measure up to the standard required for freight hauls. The loss of efficiency in the most powerful type of passenger engine is at least twenty per cent., according to Mr. Wilson.

These statements prove that Grand Trunk officials know perfectly well that reductions in the passenger service are not the means that should be adopted to give the people of Toronto a square deal.

#### Reduced Service Not a Remedy.

This is particularly true of the reduction announced to-day. The changes in the schedule announced to-day will release only three engines of the large type, namely, those from the trains running to and from Orillia and from Hamilton to Port

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# TO MOVE 600 CARS OF COAL TO-DAY

BRIDGEVILLE, Ont., Feb. 10. — With 13 engines ready for service to-night, the G. T. R. expects to-morrow to move 600 cars of coal to various points in Ontario from the frontier terminals. Section men have been imported from points on the system to keep the tracks clear. Instructions have been given that the movement of coal must be given preference over everything except perishable freight.

The Pennsylvania Railway will reinforce the motive power with more engines. There has been great activity also on the part of the C. P. R.

London Free Press

February 11 1917

# 11 BELOW ZERO OFFICIALLY BUT THE WORST IS NOW OVER

Average Low During Present  
Cold Spell Is 9.5  
Degrees.

NORMAL LOW FOR  
FEBRUARY IS 22.2.

February, 1875, the Coldest  
Ever, Had an Average of 10.2.

Toronto is suffering from the coldest snap this winter with the mercury officially at 11 below zero. The cold wave has been gradually increasing in intensity since Friday, when it was hovering around the zero mark, and during the week-end it was four below. Since Saturday morning it has dropped eight degrees. A 16-mile wind adds to the climatic discomforts.

"The cold wave is moving eastward over Ontario," said the weather man. "The worst is now over. It will not be so cold to-night, and the temperature will be higher tomorrow. Since January 10th it has been very cold, but it is not a record by any means." At 10.30 the mercury has risen to 3 above, and it will continue to rise.

The maximum temperature for the 24 hours ended at 8 a.m. to-day was 9.4 above, and the minimum for the last twelve hours to 8 o'clock this morning was 10.7 below. Since January 10th till to-day the period comprising the most severe cold spells this year, the mean temperature has been 13.5 above, which is below the normal for this time of the year. It has not been so cold since 1914, when the mean temperature for February was 16.6 above, just the same as it is this year. During a similar period in 1912 the mean temperature was 13.9 above, and the coldest mean recorded was in February, 1875, when it was 10.2 above.

#### Below Normal February.

A normal temperature for February, calculated on an average of 60 years, is 22.2, and for the twelve days of February this year the mean temperature has been 9.5. This average will, of course, go up when warmer days during the remainder of the month are included.

The weather since the New Year has been the coldest experienced since 1912, when the mean temperature for January was 13.9, as compared with 22.5 this year.

The first cold spell this year was on January 11, when it was nine below, and on February 2 it was eight below. The temperature on February 14 last year was seven below, and on the same day in 1912 the thermometer registered 18 below.

#### Coldest at Lambton Mills.

This morning at eight o'clock the lowest temperature was recorded at Lambton Mills, where it was 18 below.

Many ordinary patrons of the Bathurst street cars had a long, cold and useless wait on bleak corners this morning. There was a blockade just south of Bloor street owing to the breaking down of a car, and the southbound Bathurst cars were routed for some time east along Bloor and down Spadina.

#### Previous Cold Spells.

The following table gives the previous cold spells during the last decade:

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ed that nothing could be taken over their lines east of Smith's Falls. Even fresh meat consigned to Montreal or any other provisions would not be handled. On the same day the G. T. R. cleared the yards of the shippers in the usual way, but the cars did not leave the city, according to the abattoir men. The shippers were then informed that the G. T. R. would accept the freight, but could not tell when it would be delivered.

"All winter we have been handicapped by the delay in getting our freight to its destination," said one rate shipper to The Star. "To give you an instance we shipped a car of meat to Ottawa last Wednesday. It should have arrived there two days later. It is not there yet, and for all the satisfaction we can get from the railway companies may be one of the cars which is held up at Smith's Falls."

Like complaints were heard from other shippers. Recently one company shipped a car of beef to England. Ordinarily the trip to St. John, where it is loaded on the steamers, took four days, but in this instance it was sixteen days before the car reached the seaport city.

#### Shipments Deteriorate On Way.

"Where it usually took six days at the outside for cars to reach the Maritime seaports, it now takes fourteen," The Star was informed. "And during that time one carcass of beef will lose 50 pounds in shrinkage. Although this is shipped in cold storage cars, there is bound to be a certain amount of loss through the delay, and then we can get no satisfaction from the railway companies. All winter shipments have been bad, and when we complain we are told that 'it can't be helped.' This embargo means a greater shortage of food in England at a time when every pound is needed. Not only does it affect the Old Country, but by the embargo we cannot ship our fertilizers to the farmers. This, with the refusal of the railway companies to take seeds for shipment, will result in a very serious condition if not attended to at once."

Another man stated: "We are getting a little relief to-day. We wanted nine cars and were given two by the C. P. R."

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# Coal Shortage Is Alleviated

With the rise in temperature the seriousness of the coal situation is believed by some to have been relieved to such an extent that by careful handling and economy of the present supply—unless some unforeseen circumstances occur—the crisis will be passed without any actual suffering, although there may be some little discomfort. Several carloads of coal have been delivered here since Sir Henry L. Drayton has interested himself in the matter, and more is expected. Coal is passing through the city in train loads to various points, and is being hauled principally by Delaware and Lackawana engines. Some nine carloads arrived in the city yesterday and were distributed to various dealers, and one or two came in to-day.

In several instances the gas has been installed in place of the usual coal stove, but owing to the low pressure is generally reported as being unsatisfactory. While the few loads that have arrived here will help to relieve the situation for a day or two unless more follows the situation bade fair to become more serious than ever was the opinion of one coal merchant this morning who stated that he was now getting \$15 a ton for what little coal he could get.

February 16, 1917

Brantford Expositor



## COAL MOVEMENT IMPROVES

### Co-operative Attack by Railways Has Good Effects.

The co-operative attack by the Canadian and American roads on the freight congestion at the Niagara frontier is having its effect. The Grand Trunk announced yesterday that American roads had loaned twenty-three of their most powerful engines, and eight of the most powerful engines of the Grand Trunk Pacific are on their way to be used exclusively on coal trains.

Railway officials at Bridgeburg declare that six hundred cars of freight will be moved from the border to-day. If accomplished this will constitute a record for many months. Superintendent H. E. Whittenberger of the Grand Trunk has issued orders to give preference to the movement of coal, and officials have been posted at the border points to keep the trains moving.

Little soft coal reached the city yesterday, and the situation in this regard again is serious. Officials have informed Mr. J. E. Walsh of the Canadian Manufacturers' Association, however, that a great improvement in the soft coal movement can be looked for to-day.

The following announcement from Bradstreet's weekly report shows the growing seriousness of the fuel problem:

"Toronto reports to Bradstreet's declare that restriction of business through the railway situation, and the attendant shortage of coal, is more serious than at any previous time this winter. Extreme measures are being taken to ensure supplies for industrial concerns, as well as for general consumption, but the closing of public buildings, such as the University of Toronto, comes as an indication of the difficulty being experienced in bringing supplies from the Niagara frontier. Shipments of newsprint held up in transit make imminent the temporary suspension of publication by some Toronto journals."

February 16, 1917

RY

BILL \$28,700,000

## Cost Has Increased by Five Millions Per Day Over Early Part of Year.

### A HUGE CREDIT VOTE

#### Chancellor of Exchequer Explains the Finances and the Loans to the Allies.

Special Cable to The Star.

London, Feb. 12.—The war is now costing England \$28,177,085 (£5,790,000) a day, the Chancellor of the Exchequer, Bonar Law, declared in the House of Commons to-day.

His statement was made in connection with a move for a vote of credit.

The Chancellor said the total expenditure since the beginning of the war was £4,200,000,000. At the end of the current year the national debt would stand between £3,800,000,000 and £3,900,000,000. Advances to allies and dominions would be approximately £390,000,000.

The number of applications and the amount applied for by the general public for the new loan, the Chancellor said, were larger than ever before.

The Chancellor pointed out that the total votes of credit for the current financial year would amount to £1,950,000,000. He said that was in excess of the estimate of Reginald McKenna, Chancellor of the Exchequer under the Asquith Government, and that the increase was due to additional expenditures for munitions and advances to the allies and dominions. The average expenditure had increased by £1,000,000 daily as compared with the first sixty-three days of the financial year. There also had been an increase in expenditures for the army, but it was proportionate with the increase in the number of troops, the army being fourteen times as large as when the war began.

The amounts asked for, Mr. Law said, would enable the Government to meet expenses until the end of May. On the last vote of credit there had been an unexpected balance of £76,000,000.

The House will be occupied this week with financial affairs. The feature of to-day's program was the introduction of two new votes of credit aggregating £650,000,000—one for £200,000,000 to cover expenses to March 31, the end of the present financial year, and the other for £450,000,000 to start the next financial year.

The chief speakers to-day were A. Bonar Law, Chancellor of the Exchequer, and Reginald McKenna, who was called on to support the motion as Chancellor of the Exchequer of the Asquith Government.

The sessions of Tuesday, Wednesday and Thursday will be occupied with secondary financial legislation.

"We have a superiority not only in men, but in equipment," said Mr. Law. He asserted that the increase in the production of munitions was going on all the time, being as marked now as at any previous period. The smallest increase in any kind of shell, as compared with the average of the first year of war, was twenty-eight times that output.

#### AUSTRIAN ATTACKS FAIL

Special to The Star.

Rome, Feb. 12.—Repulse of continuous attacks by large picked forces of Austrians on the Carso front was reported in to-day's Italian official statement. Vienna claims the Italian counter-thrust east of Gorizia failed, and says the Austrians took 270 more prisoners.

able to rev. German Go fully to be ambassador to ture of a t tically guar man ships and persi ed even to posals to V granted fre munication.

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MONTREAL

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TORONTO  
STAR

February 12

1917



TUESDAY, FEBRUARY 13, 1917.

## LITTLE RELIEF IN COAL SITUATION

SOME RESIDENTS ARE BURNING  
UP THEIR BACK FENCES—  
GAS WAS LOW

The coal situation each day grows more serious and it has been suggested by citizens that it was time the mayor and City Council took the matter up and endeavored to have the shortage relieved before matters become any worse. Already in some instances residents have started in to burn up their back fences, in a number of places wood being burned, although it is very hard to get.

To-day the gas pressure was very low and as a result of this, combined with the coal scarcity, more water pipes were reported frozen up than ever before in the history of the city. Several shopkeepers, whose supply of coal has practically been exhausted, have signified their intention of having gas installed in their places of business.

What little coal there is in the city is being given out in small lots, and it is hoped in this way that the dealers will be able to keep people supplied with at least a little fuel until the crisis is over. Yesterday in the Central and King Edward schools a few of the rooms had to be closed down by reason of the fact that the rooms could not be brought up to a comfortable temperature. Those in touch with the situation in the schools state that there is enough coal on hand in the majority of the buildings to last the week out and hope that by that time the congestion will be relieved.

## Engine Cab Was Burned

(From Our Own Correspondent)  
PORT DOVER, Feb. 13.—While Engineer Smiley was away for dinner, fire started in the cab of the engine of the 4.30 passenger train which had been placed in the round-house here. The interior of the cab was badly wrecked. A wire was sent to London for another engine and the passenger train was taken to Canfield Junction by the way freight engine. The place of the regular engineer, Dave Turner, who is laid up, was being taken by Engineer Smiley.

Brantford  
Expositor

February 13 1917

# TRY TO JAM THROUGH 970 CARS TO TORONTO

## Efforts of Railways to Break Up the Blockade of Coal at Black Rock.

Special to The Star.

Buffalo, Feb. 14.—This city has fully awakened to the seriousness of the freight and coal blockade, and, as part of to-day's effort to break it, an attempt will be made to get through the Black Rock yards into Bridgeburg, Ont., a total of 970 loaded cars for Toronto, Hamilton and way points.

The embargo here has so crowded the tracks that for the present no coal in quantity will be delivered except to residences which lack fuel or to homes in which there is illness. Several small industrial plants have closed down and large ones are embarrassed. More than 10,000 loaded freight cars are stalled in the Gardenville yards alone. There are also 3,000 loaded cars in the Black Rock yards, waiting for the Canadian roads to take them across the river.

Twenty-seven hundred empties are caught in the congestion, and because of the extreme cold weather and deep snow, the railroads find it difficult to release them. The New York Central to-day put to work 12,000 laborers to help clean up the yards.

Toronto Star

February 14 1917



## D.L. & W.P. EMBARGO DOESN'T INCLUDE COAL

Other Shipments for Canadian Points Refused, However.

### SITUATION BRIGHTENS

Grand Trunk Hauls In 58 Cars of Coal—C.P.R.

24.

The railroad situation appears to be a little brighter to-day. The only really dark spot, apart from the general conditions at the border, is the embargo placed at midnight last night by the Delaware, Lackawanna and Western Railway on all freight for points routed through the Niagara and Detroit frontiers, in Canada, except coal and fuel oil. The first announcement from New York that the embargo had been placed, gave no exceptions, and if it had been true, would have resulted in a still greater famine of coal in Toronto. As it is the embargo is bad enough, as the D. L. and W. refuse even to accept perishable shipments consigned to places in Canada.

Weather conditions at Detroit are given as the reason for the embargo, but it is also pointed out that the Delaware road has no fewer than 1,525 cars of freight at Buffalo which cannot be moved because of the congestion there.

#### Embargoes Are Modified.

The embargoes placed by the Grand Trunk and C.P.R. on local meat shipments to eastern points was modified to-day, and the railways will now accept shipments of fresh meat, the Grand Trunk, to all eastern points, and the C.P.R. to Montreal. The lifting of the embargo, however, has little material effect, for the reason that the packers are now faced with a car shortage. As one of them told The Star to-day, there might just as well be an embargo as not, as shipments cannot be made if cars are not available. He had made application for a number of cars for to-day, but had been told that there were no empties available, and none in sight.

Another packer informed The Star that "while the Grand Trunk had fallen down abominably this winter," it must not be forgotten that 50 per cent. of the trouble was due to the severe weather conditions.

While the railways are accepting meat shipments, they are still unable to guarantee delivery, and shipments must therefore be made at the shipper's risk. The risk of losing meat by delay in transit is very slight; however, during the winter season. The risk becomes greater with the break-up of the weather, but when milder weather comes the railway situation naturally eases.

#### May Ship Fertilizer.

Another action on the part of the railways that is much appreciated to-day is the lifting of the embargoes on fertilizer and fertilizing products. This will mean that the fertilizer companies may now go ahead and distribute the orders they now have on hand.

The Grand Trunk hauled 58 cars of coal into the city to-day, and the C.P.R. 24 cars of coal and three cars of coke. The C.P.R. has 56 cars at Hamilton which will be moved to-day.

A week ago to-day Mr. W. S. Wilson, superintendent of transportation for the Grand Trunk, stated that there were then 2,372 cars at the border consigned over the Grand Trunk. Since that date the congestion has

TORONTO STAR

February 15 1917

## MONTREAL COAL TRAINS GET THE RIGHT-OF-WAY

ZERO WEATHER AND FUEL  
SHORTAGE KEENLY FELT BY  
THE PEOPLE.

COMMERCIAL PRESS DISPATCH

Montreal, Feb. 16.—Two solid trainloads of coal are being rushed to Montreal as fast as engines can get them here. They are coming on the ~~Delaware & Hudson Railway and the~~ Canadian Pacific Railway has ordered that they shall have precedence over all other trains when they hit the C. P. R. rails. To-day forty-four cars of coal came into the city over the C. P. R., and during the last three days the C. T. R. has brought in 154 carloads. The blockade at Rouse's Point is being broken, and coal is expected to arrive now regularly. If the weather remains above the zero mark, other lines are beginning to bring in supplies now.

February 16



completely or practically out of coal.

The situation is worse to-day than it has ever been since the shortage became apparent. This is true in regard to both hard and soft coal. The zero weather caught many people with their coal bins nearly empty. The result to-day is frantic inquiries by person and over the telephone at all coal yards. But all inquiries, except in the cases where serious sickness exists at the house, are met with the same answer. No orders can be taken.

Who is to blame?

Says G. T. R. is to Blame.

This question was put by The Star to Mr. Ernest Jones, treasurer of the C. A. Wilson Coal Co.

"For the present situation the Grand Trunk is entirely to blame," was Mr. Jones' reply. "There would have been a shortage of coal, anyway, but the falling down of the Grand Trunk has accentuated the conditions very greatly."

The C. A. Wilson Co. needs two hundred cars of anthracite coal a month. It has only been receiving three or four a day. Mr. Jones reported that many of their customers, who are retail coal merchants, are to-day completely out of coal. He has been unable to promise deliveries. "The situation is so bad to-day that it cannot get worse," said Mr. Jones.

The Woodrow Coal Co. at 805 Queen street east, has about 150 tons of coal with which to meet orders already in for 500 tons. The company is refusing further orders.

J. W. Corson, 549 King street east, is another coal dealer who is practically out to-day. He told The Star that all he had was a little egg and a little soft coal. He has orders for about 100 tons to deliver, and is taking no orders.

Mr. Alfred Rogers of the Elias Rogers Coal Co. told The Star that it would be some days before they would be able to take coal orders. With this company it is not so much a matter of supply as it is of delivery. Every yard is working at capacity. The company has been successful in getting the Delaware, Lackawanna, and Western Railway to loan twelve engines to the Grand Trunk.

Some of the smaller dairies are finding themselves inconvenienced. The Acme Dairy, 240 Richmond street west, for instance, has only about five tons on hand. Pasteurization of milk depends, of course, on the coal supply.

This afternoon railway officials, members of the Board of Trade, the Canadian Manufacturers' Association, and the Trades and Labor Council met at the invitation of

TORONTO  
STAR

February 17  
1917

to ship any more coal until the yards have been cleared. Railroad Officials Shuff the Public. There doesn't seem to be much light of the fact that the railways have fallen down, despite the courageous attitude being assumed publicly by railway officials. Toronto was never nearer a coal famine than at the present time. It is declared that one of Toronto's largest munition plants, the public schools, the post-office, Base Hospital, Customs House, and a great number of other public institutions are in imminent danger of having to close down. The fact that they are living from hand to mouth at the present time, and that the railways find it necessary to confiscate coal destined for the public schools for their own motive power, is evidence enough of the seriousness of the situation. If the railways are short themselves for motive power, and have to take coal which was shipped for Toronto institutions as one man remarked, "Why, in the name of goodness didn't they buckle to in a business-like fashion to move the coal from the border weeks ago instead of allowing it to accumulate until recently."

The whole situation is going from bad to worse. Toronto is in danger of freezing, while the railways look on complacently and hand out reports of how they are handling the situation. "The railways are making more profit by manufacturing munitions," says one man to The Star today. From every indication it is just about time that the railways got down to business to relieve the situation in Toronto, and the sooner the Dominion Railway Board goes at the situation from an independent standpoint to get the truth it will be so much the better for Toronto, in the opinion of those who are vitally interested.

#### Train Crews Scarce.

A statement was made yesterday that there were 80 engines in the yards of the Grand Trunk at Stratford awaiting repairs.

A despatch from Stratford to The Star states: "Scarcity of train crews rather than of engines is the chief reason for the tie-up on the Grand Trunk in Stratford and district, according to local officials. A manifest freight train standing in yards awaiting an engine crew is becoming a common sight. Illness is largely responsible, as to-day, for example, no less than thirteen engineers are on the sick list. At the roundhouse, where minor repairs are made, there were no engines in the stalls to-day, while at the big repair shops it was stated that while there is a steady stream of lame locomotives, the gangs are able to keep abreast of the demands and no trains are being held for lack of motive power. However, there are three solid lines of 'dead' engines in shop yards, at least thirty in number."

So serious is the situation that the G. T. R. has decided to transport only perishable goods east of Toronto.

#### NO EMBARGO ON COAL.

Embargoes Are Not Popular At Washington in Any Case.

Special to The Star by E. J. Archibald.

Washington, D.C., Feb. 7.—The question of an embargo on coal in the event of war has not been discussed officially here. It is considered most unlikely, however, that any such policy would be pursued short of an emergency, which no one is able to foresee.

In the first place, embargoes of any sort are extremely unpopular in Washington. Congress has fought over them many times, and has always been overwhelmingly against them, and Congress is the only power which can order them. The President would have no power to impose an embargo without a special legislative Act, which it is very doubtful that he would get through, even if he desired it.

TORONTO STAR

February 17 1917



## BACKBONE BROKEN OF FUEL CONGESTION

1,200 Cars Moved in 48 Hours  
From G.T.R. Terminals

### THREE-FOURTHS COAL

More Than Half of the Fuel Consigned  
to Toronto—Railways Co-operated  
—Every Point in Ontario to Have  
Ample Supply to-day.

Bridgeport, Feb. 18. —The backbone of the fuel congestion in the Grand Trunk terminals at Port Erie and Black Rock has been broken. During the past 48 hours some twenty hundred cars were moved out of these terminals, which were the scene of an unusual activity. Seventy-five per cent of the cars were loaded with soft coal, of which 25 per cent were consigned to Toronto. The main line of the Grand Trunk were waiting open to coal trains bound for a little time. Tomorrow, it is felt, every railroad point in Ontario will have an ample supply of coal. Provision was made for this some days ago. It was done at the request of Sir Harry Drayton, chairman of the Dominion Railway Commission, with whom the railway officials have been co-operating since the fuel crisis threatened to assume serious proportions, a condition mainly aggravated by severe weather conditions.

#### Watching Movement of Coal.

Sir Harry Drayton has been furnished with daily reports of the movement of coal out of the local terminals, which are again beginning to resume their normal tone.

#### Ideal Spring Weather Helps.

Fortunately, the officials were provided with 48 hours of solid spring weather. It was the best opportunity they had had in many weeks to release cars. With the effective co-operation of the officials of the American railways, the Grand Trunk officials redoubled their energies, and united their efforts not only to break up the congestion, but to prevent as far as possible the recurrence of the trouble. There was a complete transformation in almost every section of the terminals as a result of the "Saturday and Sunday coal drive."

#### Whittenberger on the Scene.

With the arrival yesterday from Toronto of General Superintendent H. E. Whittenberger of the Grand Trunk impetus was given to the movement of trains. Before coming here Mr. Whittenberger visited the terminals at Suspension Bridge and Welland, and issued instructions to officials at those points that extraordinary activity must be effectively carried out on Sunday in the despatch of coal trains to all points in Ontario. The activity in the local terminals was marked. Every official had "his bit" to do. Officials were brought from other divisions for the week-end to assist in making up trains and getting them on their way. Every engine available, including passenger engines which do not run on Sunday, were pressed into service in an effort to make a huge hole in the acres of freight and coal cars, the congestion of which threatened a coal famine in many Ontario points.

#### A Sweeping Clean-up.

The plans for a sweeping clean-up were carried out to the letter. General Superintendent Whittenberger gave his attention to the movement of soft coal, which is so urgently required in the manufacturing centres. It was estimated that fully thirty five per cent of the cars moved to Toronto contained merchants' coal. Every car of soft coal that could be reached without having to resort to the digging-out process was taken out and started for some point in Ontario. The distribution was made according to the requirements of the manufacturing centres. As a result of his efforts to-day he did not think that during the approaching week, if manufacturers would have much occasion for fault-finding with the supply of coal furnished.

#### Congestion Easing Up.

"If we are favored with any kind of decent weather next week," said Superintendent T. Saunders of the Grand Trunk at Black Rock, "the movement of coal will be equally large, if not larger than the past week. The situation in the Grand Trunk terminals on both sides of the border continues to improve. Just as soon as we get a large block of the fuel off our hands we will concentrate our efforts on the despatch of ordinary merchandise."

TORONTO  
GLOBE

February 19 1917

morrow. Since January 10th it has been very cold, but it is not a record by any means. At 10.50 the mercury has risen to 3 above, and it will continue to rise.

The maximum temperature for the 24 hours ended at 8 a.m. to-day was 9.4 above, and the minimum for the last twelve hours to 8 o'clock this morning was 10.7 below. Since January 16th till to-day the period comprising the most severe cold spells this year, the mean temperature has been 13.5 above, which is below the normal for this time of the year. It has not been so cold since 1914, when the mean temperature for February was 15.5 above, just the same as it is this year. During a similar period in 1912 the mean temperature was 13.9 above, and the coldest mean recorded was in February, 1875, when it was 10.2 above.

#### Below Normal February.

A normal temperature for February, calculated on an average of 60 years, is 22.2, and for the twelve days of February this year the mean temperature has been 9.5. This average will, of course, go up when warmer days during the remainder of the month are included.

The weather since the New Year has been the coldest experienced since 1912, when the mean temperature for January was 18.3, as compared with 22.5 this year.

The first cold spell this year was on January 11, when it was nine below, and on February 3 it was eight below. The temperature of February 14 last year was seven below, and on the same day in 1911 the thermometer registered 18 below.

#### Coldest at Lambton Mills.

This morning at eight o'clock the lowest temperature was recorded at Lambton Mills, where it was 18 below.

Many ordinarily patrons of the Bathurst street cars had a long, cold and useless wait on bleak corners this morning. There was a blockade just south of Bloor street owing to the breaking down of a car, and the southbound Bathurst cars were routed for some time east along Bloor and down Spadina.

#### Previous Cold Spells.

The following table gives the previous cold spells during the last decade:

	Below.
Feb. 12 (to-day) .....	11
Jan. 11, 1917 .....	9
Dec. 25, 1914 .....	7
Feb. 23, 1914 .....	3
Feb. 12, 1914 .....	18
Jan. 13, 1914 .....	22
Feb. 16, 1911 .....	1.7
Feb. 6, 1910 .....	10.2
Feb. 1, 1908 .....	8.7
Feb. 4, 1908 .....	11.4
Jan. 24, 1907 .....	10

#### Cold Other Places.

It is cold all over Canada, as the following official returns show all below zero: Port Arthur, 18; White River, 42; Port Stanley, 18; Ottawa, 24; Montreal, 14; Quebec City, 14; St. John, 3. In Winnipeg and in the Province of Saskatchewan the temperature is rising.

#### Firemen Answer 18 Alarms.

During the past 48 hours the firemen were called upon to answer 18 alarms. The fire, in most cases,



## FUEL SITUATION

### Western Canada Also Facing General Railway Tie-Up

From Our Own Correspondent.

Winnipeg, May 21.—The fuel situation in western Canada is becoming worse every day. The country is threatened with a general railway tie-up, according to local railway officials, both the Canadian Pacific and the Canadian Northern railway's coal supplies giving out and with no supply to meet the demand, the operation of the railways is seriously affected. The Grand Trunk and the Canadian government railways, while not wholly out of danger, are not so seriously affected. The Grand Trunk railway has its own coal mines, and the miners are still at work. The Canadian Pacific railway officials view the situation with gravity. Officials of the Canadian Northern admitted that the situation was steadily growing worse.

MAY 22

1917

# FREIGHT WRECK DELAYS SHIPMENTS OF COAL

**BUT LOCAL SITUATION IS RE-  
GARDIED AS MUCH IM-  
PROVED.**

The movement of coal from the Grand Trunk terminals at Black Rock and Fort Erie yesterday was shut off entirely by a rear-end collision of two freight trains on the Chippawa Creek Bridge near Port Robinson. The result was that the company was unable to deliver any coal to the Toronto terminals. The accident happened at 12.52 a.m. yesterday. One train was standing on the bridge, leading to which are double tracks, when a rear-end of another freight backing towards the bridge crashed into the caboose of the standing freight. The caboose and one span of the bridge caught fire, the caboose being completely demolished. Only one car jumped the tracks.

Superintendent W. H. Farrell of the Toronto terminals last night stated that seventeen engines and train crews were at the Niagara terminals, and that he expected another big delivery of coal to-day in the local terminals. General Superintendent H. E. Whittenberger of the Grand Trunk is still at Black Rock superintending the despatch of coal consigned to Toronto and Ontario points.

While the embargo on freight to points east of Toronto has not yet been raised, Superintendent Farrell last night announced that quite a large amount of fresh meats and merchandise for the seaboard had been moved out of the Toronto terminals. This was an indication, he said, that the Intercolonial Railway and Montreal terminals are again accepting freight.

As a result of the week-end coal drive local retail coal-dealers yesterday resumed taking orders for from one to three-ton lots.

Toronto Globe

February 24

1917



# SEVERE WINTER

## Present Season in Quebec Worst In Years

Quebec, Que., March 6.—Quebec has had the worst winter in years this year, and the worst of all the bad storms experienced this season struck the district yesterday afternoon, and kept raging until five this morning, causing a halt in all transportation services in this district, but mostly on the south shore, on the Levis side.

From two o'clock yesterday afternoon until five o'clock this morning there fell eleven and a half inches of snow, the season's record, and a fifty-eight-mile gale swept the snow into huge drifts.

On the south shore, not a wheel turned on any of the railways. On the I. C. R. a snowplow is caught in a fourteen-foot drift near Harlaka, below where two special trains are snowbound. The maritime express, due in from Montreal at three o'clock yesterday afternoon, has not yet arrived at Levis at 11 o'clock this morning. It is storm-bound at St. Leonard, Nicolet.

On the Quebec Central, the Sherbrook express, due at Levis at 9.40 yesterday, is held at Harlaka, and had not reached Levis at 11 a.m.

On the Grand Trunk the Montreal express, due at Levis at 10.40 yesterday afternoon, was not yet in at ten this morning.

On the north shore the C.P.R., C.N.R. and Quebec and Lake St. John, all suffered from the snow, but their trains were not delayed so badly as those on the south shore.

*Hamilton Spectator*

*March 6*

*1917*

Glenn

Feb 3 1917

P14 Rys are Reared Heavily

2/5/1917 No 3 express derailed Barnwell

Feb 7 1917 P6 Embargo of freight  
is placed by GTR

Feb 8 1917 P8  
No Cattle engines this  
weekend



London Free Press 1917  
Saratoga 40 below 2/12/1917

GTR running trains with  
Coal ~~trucks~~ from Private  
shipments  
CPR reserve at Tillamook  
and Detroit

Feb 13

Small coal yards supply  
exhausted

Feb 15 LPS whole train of coal  
arrived

MCR train wrecked May 30 1911 trial

Feb 2 Fuel shortage - powerful engines  
16 secured

Feb 17 GTR aggravated by shortage of  
ocean tonnage.

Feb 17<sup>2</sup> CPR offered 25 spare engines

Feb 20 Freight ~~at~~ congestion in  
NYC causes rick

Feb 21 Coal blockade over applauds  
GTR



Toronto Star Feb 10 1917

Feb 10 1917 GTR to Public  
None of your business

Feb 10 GTR needs men  
GTR Wages and Colour the problem  
Feb 10 30% below Mexico S.B.

Feb 10 Car fences considered at Toronto

2/10 St Ry collector

Feb 12 Sir Drayton goes to Border  
Special train  
DLW loans 12 engines to GTR

Feb 13 Eighteen locomotive loan  
p2.

Feb 13 Coal Conference

Feb 14/1 Embargo meat to Buffalo

Feb 14/2 Try to jar through 970 cars

Feb 15 Toronto coal storage site proposed

2/15 PLW embargo 3828 cars at  
p3. Buffalo



- 1918 - STAR  
1/7 MCR coal embargo

Ry cut Hams to conserve coal

1/4 Blizzard

(1/16)

Brantford Oct 15 1946  
GTR memory - P10

Toronto Telegram  
Feb 20 1917 P 9  
Radial Car Buick  
No 121 York Radon



GLOBE  
Globe 2/10/1917  
Cn: Port Rico Ry

\* 2/17  
1917 Montreal coal trains  
over Dait

\* Feb 26  
1917 Freight wreck delay Shipments  
of Coal

GTR shut off entirely  
by rear end collision of  
two freight trains on the  
Chippewa Creek Bridge  
near Pt. Robinson  
12:52 AM

\* Feb 29  
1917 Snowplow meets TNO Tennessean  
Coal Train at Georgetown C.N.O.

A snowstorm collision  
a for TNO Coal train  
drawn by engine 116 & 124

TNO has lent to the GTR  
one of its biggest engines  
and has four other  
in use

Globe  
1/2/1917 Polar GTR flatbed 5



Globe

1917

Jan 3 1917 Congestion in Ontario  
suggest elimination  
of passenger trains

Jan 5  
P7 Red Cross Hospital train  
at Toronto  
4 coaches - red cross emblems

Jan 8  
P9 700 Cars of Coal to Leam  
Black Rock - Minico  
yards cleared of congestion  
with assistance from thirty  
engines. 300 Cars cleared  
from Minico

Jan 13  
P1 ICR shortage of coal

1/13 Hospital cars at Mancton 3 hops

P5  
1/19 CPR hospital cars P3

1/22 accident Union station