

STORAGE RAISES FRESH EGGS FROM 18 CENTS TO 60

Investigator Puts High Cost of Living Up to the Commission Men.

FRAUD IN THE HAULING.

Two Hundred Truckmen in Combine Fix Rate and Give Secret Rebate.

Three hundred commission dealers are responsible for the high cost of living in New York City, according to Morris Bruce, expert investigator of the market committee of the State of New York Food Investigating Commission.

Let us follow an egg from a farm in Orange to the breakfast table of the average New Yorker," he said, "and you can readily see that this statement is not unfounded. In the height of the season eggs are sold in New York at 18 cents a dozen, freight charges paid, allowing the egg raiser a good profit.

The purchaser of the overaverage of these eggs—some one of these 300 commission men—puts these 18 cents a dozen of eggs in a cold storage bin to hold them until the cold storage plants. It will be shown in these hearings that the trucking charges are much less than one cent per dozen, but we will call it one cent.

We have shown further that it costs less than one cent a dozen to keep eggs in cold storage for a full year—a total of 12 cents a dozen the trucker has cost the man who gets them in storage.

When the winter comes, these cold storage eggs, in regulated quantities, are put on the market as high as 50 cents a dozen. The average winter price is 35 cents. These commission men can fix their own prices and their prices on these cold storage eggs amount to 25 or 30 cents a dozen, or more than 20 per cent, for holding up food supplies for a few months.

COMMISSION MEN ALONE TO BLAME FOR PRICE.

The trucking men are not to blame for the high cost of living; it has been shown that their charges are nominal, though it is contended that the physical condition of Greater New York, with its crowded streets, its high rents, its high cost of living, are not to blame; they have proved their charges are as cheap as it is possible to do business.

The blame lies entirely at the doors of the two or three hundred men who hoard these vast food supplies in the cold storage warehouses, exacting a profit of 10 or more per cent, when sold in the winter months.

The committee to-day continued its investigation into the trucking conditions, with Edmund R. Lowe, president of the Market Truck Owners' Association, as the first witness. Lowe admitted right off the reel that petty fraud was used by commission men in many cases of trucking.

Lowe charges a cent a case to take butter and eggs from piers and depots to the warehouses, and 2 cents a case from the warehouses to stores," he said. "In most cases, however, big commission men do not pay the 4 cent rate from piers and depots to their warehouses—they get a flat rate of 2 cents a case on all deliveries. But they all charge the 4 cent rate to the buyer who ships them the goods and pocket the extra 1 cent. The shipper pays all trucking charges."

THE TRUCKMEN IN COMBINE FIX THE SCHEDULE.

Lowe testified that each one of his trucks had to make \$7 a day to meet

fixed charges. He admitted that the 300 truckmen belonging to the association have a fixed schedule of charges for hauling all food products. Railroad and steamship congestion, the witness said, often occasioned three or four hours' delay to each truck load of food products, and this had to be taken into consideration in fixing the trucking charges.

Lowe declared that whole wagonloads of food products were stolen daily in New York. "It's so common it excites little interest nowadays," he said. "We just a two-hour truck and full load of eggs yesterday. The drivers have to leave their trucks outside the piers until they locate the goods they have come after. Thieves just climb up in the driver's seat and drive away. We find the horses and wagons the next day, but the contents always are gone. The railroads afford us no protection."

M. C. Murphy, secretary of the Truck Owners' Association, was late getting to the hearing because he was looking for one of his teams which was stolen yesterday. He had found it, but his twenty-seven cases of eggs had not come home to report.

BIG TRUCKMEN PAY GRANT TO GET CONTRACTS.

Murphy said all big truckmen had nearly the time to pay "grants" to agents of the shipping associations to get contracts for hauling. All this, he said, had to be figured in the trucking charges. Railroad agents of both the New York Central and the Pennsylvania, Murphy said, combined secretly to form trucking companies, which they naturally favored in handling such business as they could. I think these men often are high in the affairs of the railroads. On the part of the goods to be handled by these favored companies, and they suffer no delay in the consignment that hampers the other trucking firms.

Shippers are given certain times in which to remove their goods from depots and piers. Ordinarily the consignment is made, I think, at the expense of the shipper. When this has been done a few times shippers naturally return to the favored trucking firms to handle their goods—and the independent truckmen naturally are frozen out.

SAYS HUMANE SOCIETY AGENTS ARE "GRAB-ALLS."

Asked about the size of a normal load for one horse Murphy said: "About 2,500 pounds, but it all depends on the Berg Society for the Prevention of Cruelty to Animals and the Humane Society. The Berg Society endures by the public grace, and isn't so bad, but the Humane Society is made up of a lot of Johnny-grab-balls. They look at the horse and the load, but they look hardest at the driver, and if the driver looks like he had a dollar they try to make him dig. The Humane Society is composed of a lot of policemen who have gutted their usefulness."

CHARLESTON ENTRIES.

RACE TRACKS, Charleston, S. C., March 12.—The entries for to-morrow's races are as follows:

FIRST RACE—Three-year-old fillies, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

SECOND RACE—Four-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

THIRD RACE—Colored geldings, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

FOURTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

FIFTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

SIXTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

SEVENTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

EIGHTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

NINTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

TENTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

ELEVENTH RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twelfth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Thirteenth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Fourteenth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Fifteenth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Sixteenth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Seventeenth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Eighteenth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Nineteenth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twentieth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-first RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-second RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-third RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-fourth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-fifth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-sixth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-seventh RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-eighth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Twenty-ninth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Thirtieth RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Thirty-first RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

Thirty-second RACE—Three-year-olds and upward, 1:50. 1, Miss Maud; 2, Miss Maud; 3, Miss Maud; 4, Miss Maud; 5, Miss Maud; 6, Miss Maud; 7, Miss Maud; 8, Miss Maud; 9, Miss Maud; 10, Miss Maud.

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ISELIN WOULD AID LYNCHING GOSSIPS IN THE BEACH CASE

Joins City of Aiken in Reward for Capture of Society Woman's Asailant.

AIKEN, S. C., March 12.—C. Oliver Iselin, the millionaire of New York, has started the winter colony of the socialists' club here by staying over his own signature in a letter to Mayor Gryles that he would take great pleasure in helping to lynch the person or persons responsible for the "poisoned" letters that have been circulated here.

They are to the effect that the unknown person who maliciously assaulted Mrs. Frederick O. Beach, the noted beauty and daring horsewoman, in the front yard of her cottage here two weeks ago, slashed her throat with a knife that just missed covering the jugular vein, and tore her earrings from her ears, was a member of her household and a man very close to Mrs. Beach herself. The gossip court that in an endeavor to conceal its identity and guilt he had conspired with his friends to charge a negro with the crime.

The day after the murderous assault the City Council in a special session offered a reward of \$200 for the arrest and conviction of the assailant, and Mr. Iselin took occasion yesterday to offer an additional reward for the apprehension of the guilty party, provided the evidence of conviction should show that the assault had been made with criminal intent.

POINT TO CERTAIN WELL-KNOWN MAN AS ASSAILANT.

It is thought by those who have seen Mr. Iselin's letter that the "good name" referred to in his statement is the name of the man to whom the rumors circulated here point as the assailant. The letter further states: "I consider myself a law-abiding citizen, but it would give me much pleasure to participate in the lynching of the person or persons who are responsible for such slanderous accusations."

Friends of the person accused of the assault have been very active in denouncing in the bitterest terms the stories that have been going the rounds, and which have been given credence by the arrival Sunday of a certain New York society reporter. The denunciation has even gone to the extent of retaining two of the leading lawyers of Aiken in behalf of the person accused. The private detective who has been here for the last several days in the interests of this person, left last night after stating to the Mayor that he had been unable to solve the mystery.

Mayor Gryles said to-day that he would personally take charge of an investigation that would penetrate to the very bottom of the case for the good of the town, and if the investigation is successful in uncovering the identity of the assailant at Mrs. Beach he will be prosecuted to the full extent of the law, no matter who he may be or what his relations with Mrs. Beach are. The police state that it would be impossible to secure any part of the reward offered by Mr. Iselin, because of the provisions stipulated in the offer.

46 LABOR LEADERS FILE DEMURRERS TO DYNAMITE COUNTS

Indianapolis Indictments on Conspiracy Charges Are Declared Defective.

INDIANAPOLIS, Ind., March 12.—Demurrers to indictments against forty-six defendants in the Government's prosecution of the alleged dynamiting conspiracy were filed before Judge A. B. Anderson by counsel for the indicted men when they were arraigned in the Federal Court to-day. Eight of the fifty-four defendants were not present.

Elijah Soine of Chicago, one of the attorneys for the defense, began the argument in support of a motion to quash the indictments on the ground that many of them charged the same offense of conspiracy to transport explosives from State to State illegally.

"CONFUSING MULTIFLIXITY" PLEA ASSURD, SAYS JUDGE.

Judge Anderson interrupted Mr. Soine with a statement that the motion to quash the indictments on the ground of confusing multiflidity "was absurd." "These defendants will never go to trial without thoroughly understanding what they are charged with," said he. "They will not be embarrassed or confused in this court. The motion is overruled."

Attorney Alfred Hovey then attacked the indictments, denying there was a showing that the defendants had unlawfully conveyed explosives on passenger trains from State to State, and maintained the indictments did not so aver.

Most of the defendants are present or former national or local officers of the International Association of Bridge and Structural Ironworkers. All are alleged to have conspired to convey explosives on passenger trains from State to State, and the seat of the conspiracy, it is charged, was in the headquarters of the Ironworkers' Association in Indianapolis.

Fifty-four men were indicted by the Federal Grand Jury and all but eight were in court to be arraigned at 10 o'clock this morning. The absent defendants were: John J. McManara, Secretary-Treasurer of the Iron Workers' Association since 1905, alleged to have directed the operations of the "dynamiting crew" from his office here; serving fourteen years' sentence in San Quentin prison, California, for having conspired to blow up the Lewisville Iron Works in Los Angeles.

James E. McManara, serving life sentence in San Quentin prison for having blown up the Los Angeles Times Building. Orrie E. McManara, "practical dynamiter," confessedly the most active agent of the conspirators, and upon whose information the investigations of the plot largely have rested; in jail at Los Angeles.

Eugene A. Clancy of San Francisco, former member of the Executive Board of the Iron Workers' Association, under indictment and bond in California. Olaf A. Trevinno, secretary of the Building Trades' Council of California, under indictment and bond in that State.

BY AIR TO ENGLAND IN THIRTY HOURS—IF MACHINE WILL FLY

Klezkin Brothers of Hoboken Build Winged Houseboat That "Solves" Aerial Problem.

Take it from Bernard Klezkin and his brother Abe of Hoboken they have invented an airship that will float on the water and travel at the rate of 150 miles an hour. Speaking conservatively, the inventors say, that airship will travel from Hoboken to England in thirty hours, carrying four passengers and two men to work the machinery.

Bernard Klezkin is thirty-two years old. He says he has been experimenting with and building airships for over twenty years, although he has never been up in one. His brother Abe is twenty-one years old. They are the sons of a manufacturer of hats and caps at No. 4 Paterson avenue, and have built their marvellous airship in the factory during spare hours.

Close questioning of the brother inventors to-day failed to elicit from them information that their airship had ever demonstrated that it would fly, or that any model of it had ever been set through the air. They simply

FLYING AIRMAN GIVES FIRST AID TO MEN IN CRASH

In Aeroplane He Rushes to Two German Aviators Who Are Dashed to Earth.

BERLIN, March 12.—Two flying men of the German army were severely injured to-day while executing a military reconnaissance in a Hanlan monoplane. Lieut. Engwer of the Railroad Regiment and Lieut. Bolmits of the Automobile Corps succeeded in the military aviation ground to make observations. The motor stopped while they were at a considerable altitude and they were obliged to make an emergency landing, during which the monoplane dashed heavily to the ground and was smashed, the two lieutenants suffering severely.

FASCINATING HAIR FOR WOMEN

It's Easy to Have Natural Colored, Luxuriant and Radiant Hair.

So many women have gray and faded hair that makes them appear much older than they really are. They are not using HAY'S HAIR HEALTH. If your hair is gray or faded, if your hair is full of dandruff, if your scalp itches—get a bottle of HAY'S HAIR HEALTH at any drugstore to-day; use it regularly and you'll be surprised at the results.

KICKED "DAWG" HAS RIGHTS.

Magistrate O'Mara of Bayonne had in mind the song "They Gotta Quit Kickin' My Dog Around" to-day when John Blisch, a driver, was arraigned before him charged with kicking a dog. The owner of the dog is Albert Odineo of No. 31 East Twenty-second street.

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Stubborn Colds May Lead to Consumption

Did you ever have a cold that would not go; a cough that persisted, that prevented sleep, and that would not clear up? If so, you are in danger of contracting consumption. Stubborn colds may lead to consumption. It is only a sticking in the throat; but when your chest is sore and you have a cough that will not clear up, you are in danger of contracting consumption. Neglect often leads to more serious trouble. It is in your power to prevent this. Buy a bottle of Dr. Williams' Pink Pills for Pale People, and you will find it a most effective remedy. It is a most effective remedy for all ailments of the blood, and it is a most effective remedy for all ailments of the lungs. It is a most effective remedy for all ailments of the system. It is a most effective remedy for all ailments of the body. It is a most effective remedy for all ailments of the mind. It is a most effective remedy for all ailments of the soul. It is a most effective remedy for all ailments of the spirit. It is a most effective remedy for all ailments of the flesh. It is a most effective remedy for all ailments of the bone. It is a most effective remedy for all ailments of the marrow. It is a most effective remedy for all ailments of the sinews. It is a most effective remedy for all ailments of the nerves. It is a most effective remedy for all ailments of the muscles. It is a most effective remedy for all ailments of the skin. It is a most effective remedy for all ailments of the hair. It is a most effective remedy for all ailments of the nails. It is a most effective remedy for all ailments of the teeth. It is a most effective remedy for all ailments of the eyes. It is a most effective remedy for all ailments of the ears. It is a most effective remedy for all ailments of the nose. It is