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And increase the production of Eggs when the price is high. Several of the henneries in this city are using this mash and getting the best of results. The manager of the West End Poultry Yards says that since giving this mash to his hens the egg production has increased 60 per cent. For sale by

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We are also prepared to fill all orders entrusted to us for MILITARY CLOTHING at reasonable price. We are sole agents for the Crown Tailoring Company, of Toronto, the largest Military Tailoring Company in Canada.

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FREDERICTON, N. B.

For Sale

I have still a few imported Barred Rock Cockerels of high laying strain, which may be seen at my yards, corner of Brunswick and Northumberland streets. These birds come from the best bred-to-day stock in New England. They carried off honors this month at St. John, St. Stephen and Woodstock Exhibitions.

Price \$3 and \$4 each while they last. Will be shipped promptly on receipt of order.

If you want to own one of the best birds ever brought to the province, place your order without delay. WEST END POULTRY YARDS

Fred H. Ferguson, Prop.
Fredericton, August 17, 1920.

McLEAN STUDIO

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- TRADE WITH YOUR EYES OPEN - 6471

I.C.C. IN THE U.S. OPENS THE WAY TO COAL GRAFT

Car Congestion is Intensified by Its Special Orders—Operators Will Take Action—Soft Coal Men are Going to Washington to Protest and Demand an End to the Practice—Where Will the Consumer Get Off.

New York, Oct. 15.—Honest bituminous coal operators and wholesalers whose hands have not been soiled with bribes, smirched with the scandals that have begun now to become public through the courts, are inclined to hold the government itself responsible in no small degree for some of the conditions that have nurtured those scandals.

The long series of special service orders issued by the Interstate Commerce Commission from time to time to meet emergency conditions, they hold, in many instances have done more harm than good. They have intensified congestion instead of relieving it, and often have opened a ready door to the corruption, bribery and graft that have been rife all the way from mine mouth to tide water.

A delegation of influential Eastern district soft coal operators expects to

go to Washington to endeavor to persuade the Interstate Commerce Commission to annul or modify the present special service order under which large shipments of coal are being sent to the Northwest. They say they are in position to prove beyond a cavil that much of this fuel, ostensibly destined to relieve threatened famine in Northwestern States, is being diverted to Canada to fatten the purses of profiteers. This merely by way of illustration of the abuses to which unscrupulous men have found it possible to bend the railroad service orders intended for wholly laudable purposes. The public already knows, how the profiteers have prostituted to their own enrichment the priority certificates issued for a purpose no less praiseworthy.

No New York wholesaler probably is more respected in the trade than C. Andrade, Jr. He is president of the Wholesale Coal Trade Association of New York and his partner, Mr. Eyre, in Andrade-Eyre, Inc., is the president of the national organization—the Wholesale Coal Trade Association of America.

Andrade Gives Views

"To understand just what has happened in the soft coal trade," said Mr. Andrade, "one must hark back to the so-called outlaw switchmen's strike of last April. It tended to tie up coal at the mines or in transit. Hundreds of steamships were lying in harbor and in all Eastern ports awaiting bunker coal, not to mention cargo coal for the legitimate export trade. Every day of such enforced delay to ocean carriers is tremendously costly. They could better afford to pay extortionate prices for fuel than to lie idly in port.

"Right there was the golden opportunity for that flock of harpies, grafters and profiteers who have enriched themselves to the tune of millions at the public expense, who have boosted coal prices unprecedentedly and brought the entire trade more or less into disgrace. Most of the mines were under long term contract commitments for the whole or the greater part of their output at from \$4 to \$5 a ton at the mines. Along comes the coal gambler. He insidiously suggests to the mine operator that he is a fool to sell his output at such terms. The soft coal gambler is willing to pay him

AROUND THE TOWN

Fredericton is a university town for many years experienced many incidents connected with "hazing" or "initiation," as it is called at the University of New Brunswick. Sometimes the incidents pass without comment. At other times there is a great uproar and suspensions and expulsions even have taken place. There probably is no university at which "hazing" in some form does not take place, and at most of them it passes without particular notice. That it should draw severe punishment at U. N. B. might appear strange. There is a reason, however. It probably lies in the fact that "hazing" is the strong canvass made against New Brunswick's provincial university by the supporters of certain denominational colleges which compete with it for students. The knowledge that "hazing" is indulged in at those very denominational institutions does not reduce at all the "knocking" of U. N. B., and those who are guilty of it in many cases are clergymen.

Although in recent years there have been a few incidents of discipline being applied at the local university, because of "hazing," they pale into insignificance beside the measures taken twenty-one years ago. In 1899 twenty-three students of the three upper classes were expelled on account of certain initiation and "hazing." The expulsion afterward was overruled by the University Senate, and suspension substituted, but the majority of the expelled or suspended men never returned to the college.

The election of Saturday last was marked by the general voting of women, for the first time in the history of New Brunswick. In civic elections they have voted for many years. Cases of impersonation of female voters have occurred in this city. One of the most

(Continued on Page Three).

double his contract commitment price. Now, in many instances the temptation has been too great to resist. The operator has made a secret agreement with the trade gambler. He wench on his agreement with his regular customer and decides to play the temporarily more profitable gamblers' game.

"Do not misunderstand me. There are many mine operators who have been proof against such wiles, but others have yielded. My own firm, for instance, has contracts with two mining companies. In the case of one of them we are receiving right along 100 per cent. deliveries under contract commitments. In the case of the other, however, our receipts are only about 30 per cent. of the contract amount. It is a natural conclusion, of course, that the remaining 70 per cent. of what we should be getting has been diverted to speculative interests. But it is hard to enforce contract commitments. There are always ready excuses—scarcity of cars, labor troubles at the mine, congestion of rail traffic and the like.

Bribes Buy Transport

"But what happens meantime to the speculative coal gambler who has made his crooked deal with the crooked producer? As he sands to make fabulous profits if he can get his coal through to tidewater promptly he stops at nothing to that end. He can well afford to lubricate transit freely with bribe money. He buys the services of the car distributor, insuring an adequate supply of 'empties' to the mine with which he has made his deal. He enters into an illicit partnership with some person in position to camouflage his coal with Interstate Commerce priority orders and it is pushed through to destination under false pretenses.

"While one branch of the government—the Department of Justice—is making a careful, intelligent and painstaking effort to force prices down, another branch of the government—the Interstate Commerce Commission—is persistently doing a number of things that must necessarily force prices up. They are authorizing assigned cars for public utilities and for railroads. They are diverting heavy tonnages to the lakes under the Northwestern priority order, and until recently they have diverted heavy tonnages to tide under Service Order No. 11.

"The Service Order No. 11 coal clogged the tidewater pools because the New England officials, headed by Mr. Storrow, wouldn't move it as fast as it should have been moved. The result was a terrific congestion in the pools, which forced the railroads to declare embargoes on tidewater coal and prevented the free and normal movement of coal to those who really need it and who would be glad to take it if it could be moved into the pools."

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Patronize our Lunch Counter.

Dinner served from 12 to 2 o'clock.

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RUMMAGE SALE

The Golden Rule Circle of The King's Daughters will hold a Rummage Sale SATURDAY, OCTOBER 9th, in the store on King street just below Long's Hotel. Doors open at 9.30 o'clock.

CANADIAN PACIFIC

Change Time AUGUST 29.

TRAIN No. 112 leaving Fredericton at 5.35 p.m.
TRAIN No. 111, arriving Fredericton at 5.30 p.m.

CANCELLED.

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For other details of train changes apply to Local Agent.

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