

ARMOUR HAS IT ALL

Fruit Shippers Depend on Him for Refrigeration.

NO OTHER CAN GET RATES

Interstate Commission Draws Admissions From Southern Railway and Armour Lawyers and Grills Them.

WASHINGTON, Oct. 21.—Lincoln Green, of the Southern Railway, resumed the stand today at the private car line hearing before the Interstate Commerce Commission. He testified that his contract with the Armour car line for refrigeration prescribes that the charges must be reasonable, and no higher than charges for like service on other lines.

It was brought out that the Armour car line is able to handle the business economically for the reason that they have it all and are able to prepare for it. Commissioner Clements asked Mr. Green if he did not think the shipper should receive some of the benefits from this economical service.

Mr. Northrup, for the Southern Railway, objected to the witness answering on the ground that the question was not one of "railroad operation," but purely legal.

While discussing this from a legal point of view, Mr. Reichman said the selfishness of the Armour car line would induce it to maintain a reasonable rate.

Mr. Northrup also upon reasonable rates. Commissioner Prouty interrupted to say:

Live by Armour's Selfishness.
"Then it is the selfishness of the Armour line and the grace of the Southern Railway on which the shipper depends."

Prottesting that the commissioner had stated the matter in an unbecoming manner and unfairly, Mr. Northrup declared that "intelligence and business interests had built up the refrigeration business; that it was not a matter of grace."

Mr. Reichman in an extended argument to the commission, said it is to be presumed that a concern like the Armour car line is doing business for the purpose of making a profit, and has "large brains enough" to make rates that would foster this business.

He said that the private car lines and the railroad are distinct incorporations and are not associated together for the spoliation of shippers.

Plan for the Monopoly.
"Now," said Mr. Reichman, "I want to say that we come before this tribunal as a private enterprise. We deny that we have made unreasonable charges, but outside of that, we again say that we are a private business institution. We went into this country as pioneers, invested our money, and we are selling it back to develop the business. We took all the risks and hazards, and now that the enterprise is more or less successful we are entitled to be treated fairly."

On redirect examination, Mr. Green said that the freight rate on ice, if used for the refrigeration of fruits, was reduced in 1904 from \$1.25 to 50 cents a ton, and he admitted to Mr. Barry, for the commission, that under the exclusive contract the Armour car line was the only concern that could get the benefit of this rate.

May Want More Evidence.
The commission was unable to conclude its hearing today, although it was announced that the list of witnesses had been exhausted. Counsel for the Armour car line endeavored to get an order closing the case in which hearings have been had, but Chairman Knapp said the commission might require additional testimony. All of the cases were postponed therefore until November 1, the date fixed for the hearings in the case of the two transcontinental lines named in the proceedings.

The attorneys for the Armour line stated that they would submit to the witnesses for the defense, but they tendered the services of the president of their line if the commission cared to interrogate him.

NEARLY ALL FOR RATE BILL
Canvass of Business Organizations Shows Immense Majority.

MILWAUKEE, Oct. 21.—E. P. Bacon, chairman of the legislative committee of the Interstate Commerce Law Convention, announced today that the result of a canvass recently made by a Newark, N. J., paper shows that out of a total of 567 organizations, representing various commercial, manufacturing and producing interests throughout the country, only 14 are opposed to the legislation recommended by President Roosevelt for the regulation of railway rates.

CHOLERA UNDER CONTROL
Attacks Europeans and Americans Rather Than Filipinos.

WASHINGTON, Oct. 21.—(Special.)—The cholera plague in the Philippines is being gotten under control by the Marine Hospital Service. A peculiarity of the disease is that it has not shown any tendency toward localities and the persons attacked have been generally of the better classes. In proportion to the population there have been more cases among the Europeans and Americans than among natives.

The origin of the cholera has not been discovered. The body of a person who died of the disease was exhumed at Patate shortly before the outbreak. The belief is growing, however, that cholera may live indefinitely in the wells of Patate and at times become virulent. Many medical men are inclined to believe that the disease is indigenous to the islands. A land quarantine has not been instituted and a cordon around Manila would restrict 100,000 men. This freedom from restraint has enabled the Board of Health to secure co-operation from the natives in efforts to stamp out the disease.

SUIT TO CANCEL PATENTS
Washington Lands Alleged to Have Been Obtained by Fraud.

SEATTLE, Oct. 21.—(Special.)—Suit has been brought in the Federal court by District Attorney Jesse Frye to cancel patents to 600 acres of timber land alleged to have been acquired by fraud. Henry

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The day was cold and threatening, but this did not deter the people from coming out to witness the national holiday. Trafalgar Square, which was elaborately decorated, was naturally the center to which all converged, and much interest was manifested in the thousands of wreaths from the colonies, provinces and various parts of the empire, which were piled in immense masses at the base of the Nelson column.

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