

ADMITS ARMOUR CARS A MONOPOLY

President Robbins Declares It Private Business Outside the Law.

Washington, May 17.—Before the senate committee on interstate commerce which is investigating railroad rates, President George E. Robbins of the Armour Car Lines company has admitted that the company had twenty or thirty exclusive contracts with railroads for fruit transportation privileges and acknowledged a monopoly of that traffic in parts of the west and south.

Whenever these exclusive contracts applied, he admitted, the producers and shippers of fruit had to accept the rates laid down by the Armour. He said his company was a private one and therefore not subject to the interstate commerce law.

Mr. Robbins was closely examined by the committee regarding the operations of the Armour interests. These exclusive contracts with railroads, he said, were generally private contracts, the exhibited when requested. He asserted that the Armour does not get any advantages over other shippers in these cars.

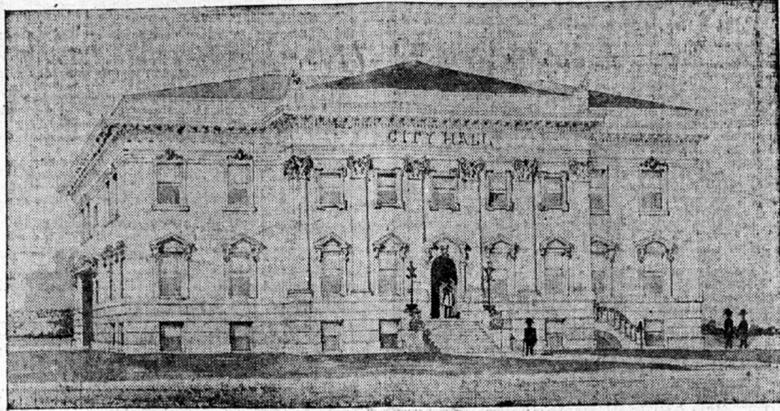
Replied to Chairman Elkins, the witness said that his company did not want to be subject to the interstate commerce laws. "It seems," interjected Mr. Elkins, "that you have all the advantages and none of the responsibilities of common carriers."

Doesn't Call It "Control." According to the witness, the Armour has 200 articles known as packing house products which are transported in Armour cars.

"You control the transportation of these products in the private cars," remarked Senator Keane.

"Not control, but the Armour ship their products in these cars." Mr. Robbins admitted that on roads where they had exclusive contracts like the Pere Marquette line, the roads could not engage in the shipment of

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L. A. Lamoreaux, Minneapolis, Architect.

the products covered in the contracts in other cars. Those who complained on this matter, he added, were mostly receivers and commission men and not the producers and shippers.

Senator Foraker questioned Mr. Robbins as to the cost of icing a car from Michigan to Boston and the latter figured that it would cost \$50 a car.

Mr. Robbins would not admit this was true. The Pere Marquette line, he suggested, had reduced rates from \$2.50 to \$5 a car and the Armour line had made a like reduction.

Business and Earnings. Senator Dolliver asked Mr. Robbins regarding the business of the Armour

car lines and its earnings. Mr. Robbins insisted that the company is a private one and ought not to be compelled to expose its books or earnings any more than any other private company.

"Unless we should consider that you are a public carrier, the same as a railroad company," remarked Senator Dolliver.

Mr. Robbins denied that the Armour was interested in any of the fruit companies in California, or that the Armour had a monopoly of the transportation of California fruits, acknowledging, however, that his company had a monopoly of the fruit transportation in the Pere Marquette region and in Georgia and Florida.

Exclusive Contracts. The Armour, he admitted, had exclusive contracts with all the South

Atlantic coast state railways, exclusive contracts in East Tennessee and on certain railways in Missouri and Arkansas and on the Southern Pacific road. The Santa Fe road was a competitor in the fruit business in California. Fruit producers and shippers on these exclusive lines had to accept the rates of the Armour company, but Mr. Robbins said they satisfied 80 per cent of the shippers.

Senator Clapp asked a number of questions as to the position of Mr. Robbins in acknowledging an absolute monopoly and yet withholding information as to their business and claiming immunity from the interstate commerce commission laws. Mr. Robbins maintained that his position was justified.

See Stockwell Soon.—That life insurance—The Penn Mutual. Andrus bldg.

WINNIPEG WOMEN TURN ON CONNOR

Preacher-Author Involved in a Public Controversy with Society Leaders.

Special to The Journal. Winnipeg, Man., May 17.—A big revival meeting was held here last night at which committees were named for the furtherance of God's kingdom on earth, and Ralph Connor fervently spoke on the duties of the hour. In the meantime, a reaction has set in against the preacher-author for his fearless words of the last two Sundays. The robust and pure women of the "upper ten" are indignant at his accusations, and actual facts and figures are likely to be demanded from the well-known writer and preacher at an early date.

Connor's further deliverances will be listened to with increased interest. His words, however, have had the effect all over the west and last night the Citizens' League for Social Purity for the cleansing of the city of Brandon, met the city council there and flung a

blast against the powers of evil. The head master of the collegiate institute said bad women were responsible for race suicide. It was the boast of these women that if it was not for the patronage of the married men of Brandon they could not exist. He stated that if the names of the frequenters were published there would be twenty-five divorces instituted in the city in a week.

Mayor Fleming took another view and referred to Winnipeg where women ran at large and carried vice all over the city. An important ruling was made yesterday in the king's bench, in regard to offenses against women. The case was McEwan vs. McGill, and the plaintiff brought an action against the defendant, a neighbor, for the seduction of his daughter, and obtained a verdict for \$1,000. The defendant appealed and the full court yesterday dismissed the appeal with costs.

Our Success The success of the Minneapolis Dry Goods Store is not the result of an accident. Many conditions have entered into the matter: and, again, these conditions have not been a thing of chance. It's all thought out, and planned and boiled down. And when it's all said it's "Good Values, Absolute Truthfulness and Fair Treatment." It means a lot to you.

60 Stamps With one lb. can of best Baking Powder—standard make. 25 Stamps With large bottle double strength Excelsior, any flavor. 10 Stamps With 2 boxes choice Toilet Soap. Per box, 10c. 10 Stamps With 3-lb. pail Swift's Best Silver Leaf Lard, 25c. 10 Stamps With 10 bars Borax Laundry Soap. It's the best, 25c. 10 Stamps With one box A.P. Cocoa, as good as the best, 25c. 20 Stamps With one lb. fresh roasted Mocha and Java Coffee, sp. 20c. 10 Stamps With 2 packages finest Macaroni, per package, 10c. 35 Stamps With one lb. sun-dried Japan Tea, 50c. Regular amounts given on Sugar and Butter.

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In off of a trip to-day The Pullman was hot and stuffy

Didn't sleep well All played out Head aches Constipated Try a bottle of

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Antwerp, July 14; Rotterdam, July 21; London, July 28; Liverpool, July 31; Bremen, Aug. 7; Hamburg, Aug. 14; Antwerp, Aug. 21; Rotterdam, Aug. 28; London, Aug. 30; Liverpool, Sept. 6; Bremen, Sept. 13; Hamburg, Sept. 20; Antwerp, Sept. 27; Rotterdam, Sept. 31; London, Oct. 7; Liverpool, Oct. 14; Bremen, Oct. 21; Hamburg, Oct. 28; Antwerp, Oct. 30; Rotterdam, Nov. 6; London, Nov. 13; Liverpool, Nov. 20; Bremen, Nov. 27; Hamburg, Nov. 31; Antwerp, Dec. 7; Rotterdam, Dec. 14; London, Dec. 21; Liverpool, Dec. 28; Bremen, Dec. 31; Hamburg, Jan. 7; Antwerp, Jan. 14; Rotterdam, Jan. 21; London, Jan. 28; Liverpool, Jan. 31; Bremen, Feb. 7; Hamburg, Feb. 14; Antwerp, Feb. 21; Rotterdam, Feb. 28; London, Feb. 30; Liverpool, Mar. 6; Bremen, Mar. 13; Hamburg, Mar. 20; Antwerp, Mar. 27; Rotterdam, Mar. 31; London, Apr. 7; Liverpool, Apr. 14; Bremen, Apr. 21; Hamburg, Apr. 28; Antwerp, Apr. 30; Rotterdam, May 6; London, May 13; Liverpool, May 20; Bremen, May 27; Hamburg, May 31; Antwerp, June 7; Rotterdam, June 14; London, June 21; Liverpool, June 28; Bremen, June 31; Hamburg, July 7; Antwerp, July 14; Rotterdam, July 21; London, July 28; Liverpool, July 31; Bremen, Aug. 7; Hamburg, Aug. 14; Antwerp, Aug. 21; Rotterdam, Aug. 28; London, Aug. 30; Liverpool, Sept. 6; Bremen, Sept. 13; Hamburg, Sept. 20; Antwerp, Sept. 27; Rotterdam, Sept. 31; London, Oct. 7; Liverpool, Oct. 14; Bremen, Oct. 21; Hamburg, Oct. 28; Antwerp, Oct. 30; Rotterdam, Nov. 6; London, Nov. 13; Liverpool, Nov. 20; Bremen, Nov. 27; Hamburg, Nov. 31; Antwerp, Dec. 7; Rotterdam, Dec. 14; London, Dec. 21; Liverpool, Dec. 28; Bremen, Dec. 31; Hamburg, Jan. 7; Antwerp, Jan. 14; Rotterdam, Jan. 21; London, Jan. 28; Liverpool, Jan. 31; Bremen, Feb. 7; Hamburg, Feb. 14; Antwerp, Feb. 21; Rotterdam, Feb. 28; London, Feb. 30; Liverpool, Mar. 6; Bremen, Mar. 13; Hamburg, Mar. 20; Antwerp, Mar. 27; Rotterdam, Mar. 31; London, Apr. 7; Liverpool, Apr. 14; Bremen, Apr. 21; Hamburg, Apr. 28; Antwerp, Apr. 30; Rotterdam, May 6; London, May 13; Liverpool, May 20; Bremen, May 27; Hamburg, May 31; Antwerp, June 7; Rotterdam, June 14; London, June 21; Liverpool, June 28; Bremen, June 31; Hamburg, July 7; Antwerp, July 14; Rotterdam, July 21; London, July 28; Liverpool, July 31; Bremen, Aug. 7; Hamburg, Aug. 14; Antwerp, Aug. 21; Rotterdam, Aug. 28; London, Aug. 30; Liverpool, Sept. 6; Bremen, Sept. 13; Hamburg, Sept. 20; Antwerp, Sept. 27; Rotterdam, Sept. 31; London, Oct. 7; Liverpool, Oct. 14; Bremen, Oct. 21; Hamburg, Oct. 28; Antwerp, Oct. 30; Rotterdam, Nov. 6; London, Nov. 13; Liverpool, Nov. 20; Bremen, Nov. 27; Hamburg, Nov. 31; Antwerp, Dec. 7; Rotterdam, Dec. 14; London, Dec. 21; Liverpool, Dec. 28; Bremen, Dec. 31; Hamburg, Jan. 7; Antwerp, Jan. 14; Rotterdam, Jan. 21; London, Jan. 28; Liverpool, Jan. 31; Bremen, Feb. 7; Hamburg, Feb. 14; Antwerp, Feb. 21; Rotterdam, Feb. 28; London, Feb. 30; Liverpool, Mar. 6; Bremen, Mar. 13; Hamburg, Mar. 20; Antwerp, Mar. 27; Rotterdam, Mar. 31; London, Apr. 7; Liverpool, Apr. 14; Bremen, Apr. 21; Hamburg, Apr. 28; Antwerp, Apr. 30; Rotterdam, May 6; London, May 13; Liverpool, May 20; Bremen, May 27; Hamburg, May 31; Antwerp, June 7; Rotterdam, June 14; London, June 21; Liverpool, June 28; Bremen, June 31; Hamburg, July 7; Antwerp, July 14; Rotterdam, July 21; London, July 28; Liverpool, July 31; Bremen, Aug. 7; Hamburg, Aug. 14; Antwerp, Aug. 21; Rotterdam, Aug. 28; London, Aug. 30; Liverpool, Sept. 6; Bremen, Sept. 13; Hamburg, Sept. 20; Antwerp, Sept. 27; Rotterdam, Sept. 31; London, Oct. 7; Liverpool, Oct. 14; Bremen, Oct. 21; Hamburg, Oct. 28; Antwerp, Oct. 30; Rotterdam, Nov. 6; London, Nov. 13; Liverpool, Nov. 20; Bremen, Nov. 27; Hamburg, Nov. 31; Antwerp, Dec. 7; Rotterdam, Dec. 14; London, Dec. 21; Liverpool, Dec. 28; Bremen, Dec. 31; Hamburg, Jan. 7; Antwerp, Jan. 14; Rotterdam, Jan. 21; London, Jan. 28; Liverpool, Jan. 31; Bremen, Feb. 7; Hamburg, Feb. 14; Antwerp, Feb. 21; Rotterdam, Feb. 28; London, Feb. 30; Liverpool, Mar. 6; Bremen, Mar. 13; Hamburg, Mar. 20; Antwerp, Mar. 27; Rotterdam, Mar. 31; London, Apr. 7; Liverpool, Apr. 14; Bremen, Apr. 21; Hamburg, Apr. 28; Antwerp, Apr. 30; Rotterdam, May 6; London, May 13; Liverpool, May 20; Bremen, May 27; Hamburg, May 31; Antwerp, June 7; Rotterdam, June 14; London, June 21; Liverpool, June 28; Bremen, June 31; Hamburg, July 7; Antwerp, July 14; Rotterdam, July 21; London, July 28; Liverpool, July 31; Bremen, Aug. 7; Hamburg, Aug. 14; Antwerp, Aug. 21; Rotterdam, Aug. 28; London, Aug. 30; Liverpool, Sept. 6; Bremen, Sept. 13; Hamburg, Sept. 20; Antwerp, Sept. 27; Rotterdam, Sept. 31; London, Oct. 7; Liverpool, Oct. 14; Bremen, Oct. 21; Hamburg, Oct. 28; Antwerp, Oct. 30; Rotterdam, Nov. 6; London, Nov. 13; Liverpool, Nov. 20; Bremen, Nov. 27; Hamburg, Nov. 31; Antwerp, Dec. 7; Rotterdam, Dec. 1