

ESTABLISHED JUNE 19, 1871.

OMAHA, THURSDAY MORNING, NOVEMBER 2, 1905—TWELVE PAGES.

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ALL PAY REBATES

General Manager of Santa Fe Refrigerator Dispatch Barrels Commission.

UNABLE TO BREAK UP THE PRACTICE

Mr. Leads Says Any Attempt to Do So Would Cause Rate War.

SCHEDULE OF AMOUNT OF DRAWBACK

Ten Dollars to Chicago, Fifteen to Buffalo and Twenty to New York.

RELATION OF COMPANY TO DISPATCH

Some Parties Own Refrigerator Company that Control the Santa Fe Railway System.

WASHINGTON, Nov. 1.—Admitting that rebates are given to shippers in the California fruit service by practically all private car lines, J. S. Leads, general manager of the Santa Fe Refrigerator Dispatch, said today that the Interstate Commerce commission to show the relations between the railroad and companies engaged in the business of refrigerating freight in transit.

Mr. Leads said these rebates were necessary to his company because all his competitors were granting them. He asserted that he could not break up the practice without precipitating a rate war.

The testimony today was confined to the business of the Atchison, Topeka & Santa Fe railroad and the Santa Fe Refrigerator Dispatch, which corporations, according to officials of both, who were on the stand, are owned by the same interests.

Mr. Leads occupied the witness stand for the greater part of the day and was followed by Edward Chambers, freight traffic manager of the Santa Fe railroad, who prefaced a mass of important testimony with the statement that the stock of both corporations is owned by the same interests and they have the same president.

The commission this evening ordered the taking of the deposition of Edwin T. Earl of Los Angeles, Cal., November 10, Earl, attorney for the Armour car lines, again endeavored to have a date fixed for closing the inquiry, but his motion was denied.

Case of Santa Fe Railway. The cases in which the hearing are held are held by the commission against the Atchison, Topeka & Santa Fe and the Southern Pacific railroads and the Armour car lines, Santa Fe Refrigerator Dispatch and the American Refrigerator Transit company. The cases were originated by the numerous complaints against southeastern railroads in which hearings were held recently.

The principal witness today was J. S. Leads, general manager of the Santa Fe Refrigerator Dispatch, who gave startling testimony concerning rebates and declared his inability to break up the practice. He said his company operates 4,500 cars and obtains additional equipment by interchanging with the American Refrigerator Transit company and the Michigan Central railway.

The Santa Fe Refrigerator Dispatch, said Mr. Leads, are owned by the Santa Fe railway and are leased by the Dispatch line.

Commissioner Prouty questioned the witness regarding the cost of refrigeration in the California fruit service. Mr. Leads said a charge for refrigeration is justifiable for the reason that the receipts from mileage are insufficient to pay earnings on the expensively constructed cars.

Mr. Leads figured the cost of maintenance of cars in California at 10 cents per mile for sixty-six miles at 4 of a cent a mile, making the annual earnings at \$12, maintenance \$5, and net earnings \$7 a year. The cars cost about \$1,100 each.

Admits Paying Rebates. In response by Commissioner Clements and Prouty, Mr. Leads admitted that he has paid rebates to shippers in deciduous fruits, but insisted that there had been no discrimination in favor of any one or more shippers. He justified the payment of rebates, by saying that he found this to be a practice indulged in by his competitors.

The rebates, he said, amounted to \$10 a car in Chicago, \$15 to Buffalo and \$20 to Pittsburgh and \$20 to the Atlantic coast.

A protest was made by the attorneys for the Armour car lines and the Southern Pacific company against the "loose manner of examining the witness."

Commissioner Clements called attention to the testimony given by Mr. Leads in hearings at Chicago a year ago and asked Mr. Leads to tell the commission again of "these practices." The attorneys said that if Mr. Leads had evidence of concrete cases where rebates had been given it would be all right for him to tell of these cases.

Mr. Leads then told what his company had done and said individually he was powerless to break up the practice.

"Why can't you break it up?" asked Commissioner Prouty.

"Because it would precipitate a war that might bring the charges below cost of refrigeration," said Mr. Leads.

J. H. Call of Los Angeles, Cal., special counsel for the commission, asked Mr. Leads if it was a fact that the Santa Fe Refrigerator Dispatch is a part of the Santa Fe railway organized as a "matter of convenience."

Mr. Leads suggested that the organization was a "matter of necessity," but he declined to commit himself as to the detailed relations between the two corporations.

Replying to questions by P. F. Dunne, counsel for the Southern Pacific, Mr. Leads said it would be impracticable for a great railway system, having connections forking out beyond its terminus, to handle its own refrigeration business.

PARRY FACTION CRITICISED

Michigan Manufacturers Say Delegates Placed Business Men of Country in False Position.

DETROIT, Nov. 1.—The Michigan members of the National Manufacturers' association at a meeting this afternoon, at which about two-thirds of the members of the Michigan branch were represented in person or by proxy, unanimously adopted resolutions emphatically endorsing President Roosevelt's position on the freight rate question and criticizing the action of the delegates of the Interstate Commerce law convention in Chicago last week, who by their split are declared to have sacrificed the main object of difference of opinion as to non-essentialities, thereby creating an erroneous impression that there is a lack of unanimity of opinion among business men as to the need of federal control of freight rates.

ELECTION RIOTS IN GOTHAM

People Object to Display of Red Flag Coupled with Stars and Stripes.

ONE WELL KNOWN IN THIS SECTION

Graduated at Park College, Mo., and Was Roommate There of Mrs. J. B. Wooten of This City.

HONG KONG, Nov. 1.—Five American missionaries have, it is believed, been murdered at Lenchow. Details have not yet been received. Lenchow is a town of 12,000 people, situated in the western portion of the province of Kwang Tung, at the head of the great Gulf of Tonic King, not far from the treaty port of Pakhoi.

Dr. Eleanor Chestnut, Mrs. E. C. Machie and child and Mr. and Mrs. Peale are the victims of the disturbances of the Lenchow mission.

CINCINNATI, Nov. 1.—Mrs. E. C. Machie, whose murder by Chinese at Lenchow is reported from Hong Kong, was known here, two brothers-in-law and one sister-in-law and her mother-in-law living here.

The settlement at Lenchow is a Presbyterian one. Mrs. Machie is 30 years old and the child referred to, Amy, is aged 8.

Dr. Eleanor Chestnut, referred to as murdered, is also known in Cincinnati, where she has visited when home on a furlough. Mr. and Mrs. Peale are not known in Cincinnati.

During the Boxer outbreak several years ago, when foreigners' lives were worth little in the sight of the Chinese mobs bent on murder, Dr. Machie was captured and would have been massacred had it not been that a Mandarin whose life had been saved by Dr. Machie rescued him.

Dr. Eleanor Chestnut was a classmate and roommate of Mrs. J. B. Wooten, 4122 Izard street, at Park college, Parkville, Mo. Other Park college alumni in Omaha know Miss Chestnut. She took her academy and college courses at Park, where she was graduated with high honors. She then went to Chicago and took a course in a special training school with a view to missionary work abroad. This course consumed two years, at the end of which she entered upon her three years' medical course, which she also took in Chicago.

Throughout her educational course Miss Chestnut is said to have been an unusually good student. Park college, her alma mater, has sent into the foreign field more missionaries in its time than any other college of its character.

Dr. Chestnut was in Lenchow, which is the Shantung province, during the recent Boxer uprisings and her friends in this country were continuously apprehensive for her safety, and not without cause, for she was in constant peril for a period of the time, though she escaped any bodily injury.

An orphan at an early age, Miss Chestnut was reared in Iowa by a friend of her family. She went to Park college when a bit of a girl and entered the academy. Without any means whatever, she depended upon her own resources which were given opportunity for exercise at the institution and the aid the college gave her, among other of the students not able to maintain their own expenses. But Dr. Chestnut's friends here, who were disappointed in an incentive for excellent work, as she always had a good school record. Here, if she could be said to have had one in this country, was Chicago, where she had close personal friends.

One of the saddest features of the tragedy is that Dr. Chestnut had about completed the second period, at the end of which a missionary is allowed a year's furlough. She had been back to this country once. She would, therefore, have returned to this country in a few months. Mrs. Wooten was at the old college home last week and she and other of Miss Chestnut's friends were talking and planning about her home coming.

WESTERN MATTERS AT CAPITAL

Number of Appointments Made of Rural Carriers and Postmasters.

(From a Staff Correspondent.) WASHINGTON, Nov. 1.—(Special Telegram.)—Rural carriers appointed: Nebraska, Broken Bow, route 2, William C. Saper, carrier; Arthur Hagadone, substitute; Iowa, Burlington, route 6, Miss A. M. Johnson, carrier; J. E. Johnson, substitute; Missouri, route 1, H. J. Anderson, substitute; Missouri, route 1, Thomas F. McCoy, carrier; R. M. McCoy, substitute; Wyoming, Knight, route 1, Ananias R. Cornelison, carrier; El S. Cornelison, substitute.

Rural route No. 2 has been ordered established January 2 at New Albin, Allamakee county, Ia., serving 72 people and thirty-three houses.

Nebraska, postmasters appointed: Dauneburg, Harvard county, Peter S. Peterson, vice James M. Erickson, removed; Snyrna, Nuckolls county, Mrs. Minnie Lindemann, vice J. C. Lindemann, dead.

The first National bank of Wakarusa, S. D., has been authorized to begin business with \$25,000 capital. Rufus Jackson is president, E. W. Rabb, vice president and J. W. Bryant, cashier.

The secretary of the interior today instructed the land officers at Lander, Wyo., to withdraw from entry some 12,100 acres of public land in their district to be added to the Yellowstone forest reserve. The lands thus withdrawn are described as follows: part of sections 3 to 8, both inclusive; all section 17 to 21, both inclusive; all 23 to 25, both inclusive; south half of 34 and all 35 in township 35, north range 109 west.

HEAVY RAINS IN PANAMA

End of Culcha Cut Filled with Water and Work of Steam Shovels Stops.

PANAMA, Nov. 1.—Heavy rains last week filled the Culcha cut with water to the extent of stopping the work of the steam shovels at the Cucaracha end. To make up for time lost during the rainy season Engineer Stevens will follow the example of the Frenchmen, who in the dry season employed a double force of men.

All freight trains of the Panama railroad, except one way, will hereafter run at night, so as to give the canal commission's train more time on the railway during the day.

W. E. Large has been appointed chief engineer of the municipal division to succeed C. E. Davis, resigned.

GENERAL WESTON IN CHARGE

New Head of Northern Division of Army Formally Assumes Command.

ST. LOUIS, Nov. 1.—Major General John A. Weston, former commissary general of the United States army, who was promoted from a brigadier on October 8 and assigned to succeed General Randall as commander of the northern division of the army, with headquarters in St. Louis, arrived here unexpectedly today and formally took over his command. General Weston is a veteran of the civil war and a native of Kentucky. He will be retired November 13, 1906.

MURDER THE MISSIONARIES

Chinese Prejudice Proves Fatal to Members of Presbyterian Colony.

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"There should be total abstinence," he said. "The army does not want drunkenness, but the question is how to get rid of it. The answer should be made toward the abolition of many Mormon customs."

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BRITISH ADMIRAL ARRIVES

Prince Louis of Battenberg Given an Enthusiastic Welcome at Annapolis.

EXCHANGES CALLS WITH AMERICANS

Combined Fleets Arrive at Anchor Off Naval Academy and Tars of Two Nations Are Fraternizing.

ANNAPOLIS, Md., Nov. 1.—Greeted by the commander-in-chief of the North Atlantic fleet, the superintendent of the naval academy and the governor of Maryland, the distinguished Admiral Prince Louis of Battenberg and his cruiser squadron under his command on the day of their arrival in Chesapeake bay have been made to know and feel that they are heartily welcomed to American waters and American soil. Strictly according to regulations as prescribed by the admiralty, the admiral and his staff were met by a gunboat note of sincerity and hospitality that rang true and tonight Prince Louis and the officers and men of his squadron feel thoroughly at home.

Twenty-one guns from the Drake announced the approach of "Chesapeake" bay this morning shortly after 9 o'clock of Prince Louis' squadron. Contrary to the official weather report, a balmy autumn day never dawned over Chesapeake bay than that which poured out its sunshine upon the leaden colored cruisers as they steamed in single column swiftly up the bay.

Prince Louis stood on the bridge of his flagship at the front of the majestic column of cruisers and gazed on the scene with evident pleasure. Stretched out across the bay in the distance was the strong right arm of the American navy, the eight battleships of the first and second divisions of the North Atlantic fleet, anchored in single column some 20 yards apart, the Maine at the head of the column flying the pennant of Rear Admiral Evans, the commander-in-chief, and the Missouri, Kentucky, Kansas, Alabama, Illinois, Iowa and Massachusetts in the order named. Spotlessly white they lay there their guns and brasses gleaming in the sunlight as the great white squadron rode gracefully up anchor.

Exchange of Salutes. As the Drake began the firing of the national salute the American flag was hoisted at the main, its colors mingling with the stars and stripes of the British against the dull background of the flagstaff.

As the last shot of the salute rang out there boomed from the Maine, flagship of the American commander-in-chief, the first gun of the return salute and quickly an ensign was hoisted at the main. Rear Admiral Evans was then saluted by the Drake with thirteen guns and thirteen guns from his flagship immediately carried back his official salute to the British rear admiral. A salute of thirteen guns was later exchanged between the Drake and the shore station.

Confidently, with little slackening of their speed, the British squadron steamed past Admiral Evans' squadron to positions about 50 yards inside and came to anchor in single column parallel with the American line.

Prince Louis, accompanied by his flag lieutenant, then started up the harbor for Annapolis to pay his respects to Admiral Sands and Governor Warfield. His highness was greeted at the boat landing of the Navy academy by Admiral Sands and his aide. Drawn up to render the prescribed salute was a company of marines. Awaiting him was Governor Warfield's carriage, in which the prince and Admiral Sands drove to the latter's residence, whence after a few minutes the prince and his official call upon Governor Warfield. The prince was met at the front door by the governor and given a hearty reception. After the first official exchanges the visit was comfortably informal.

The prince returned to the Drake, where at 1:30 o'clock this afternoon he received the return call of Admiral Evans. Later in the afternoon, Admiral Sands, Governor Warfield and the commanding officers of the American ships called on board the Drake and the British officers from the American ships paid their respects to the British junior officers on each cruiser. This afternoon officers from the British and the American squadrons and the midshipmen crowded the sidelines and saw the naval academy eleven defeat an eleven from the British ship "Massachusetts" in a game of football by a score of 15 to 0.

The armored cruiser squadron, commanded by Rear Admiral Brownson, anchored shortly after noon outside the column of battle ships. Admiral Brownson and Prince Louis later exchanged visits.

Contrast Between Cruisers. The American armored cruisers offer an interesting contrast to the cruisers of Prince Louis' squadron. The American cruisers are more formidable, but the British cruisers are built for greater speed.

Annapolis this evening is alive with the British and American officers, and at the Hotel Massanutten a party of the British officers is occurring many reunions, some between class mates, others between Americans and Britons who have met before in other parts of the world.

The feature of tomorrow's program will be the special review of the brigade of midshipmen and dress parade, which will be held at 10 o'clock.

LAST CHANCE TO REGISTER

Saturday is the last registration day in Omaha and South Omaha.

In order to vote at the coming election every duly qualified elector must appear personally before the registration board and have his name enrolled on the registration books.

Last year's registration does not hold good for this year.

Registrars sit from 8 a. m. to 9 p. m.

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RELATIVES OF GEARY WOMAN NOT CERTAIN OF HINGE FOUND ON BOAT.

BOSTON, Nov. 1.—Pending the arrival of Morris Nathan, who left Pittsburgh last night for Boston, it was believed here today that no arrest of physicians would be made in the suit case mystery until after the police officials had an opportunity of questioning the young man. The statement of Attorney Binkind, representing Nathan, that he hoped to show that Miss Geary is, in fact, alive and that he expected to demonstrate this by producing the young woman, created something of a sensation in police circles. The statement of the attorney was read with interest in Cambridge, where the Gearys live, because of the fact that some of the members of the Geary family are not certain that the rings found upon the hands of the victim were those of Nathan. The police statement suggested Nathan's possible defense and emphasized the necessity of the Commonwealth proving positively that the dismembered parts of the body in the suit case, the head being missing, were portions of the body of the Geary girl.

Nathan and a number of officers arrived in Boston at 4:20. A crowd blocked the platform at the South Union station, awaiting the arrival of the train. Nathan, pale and weak and apparently quite ill, came out with the young man. The trip to police headquarters was made with the horses driven at a gallop, and Nathan was taken at once into the private office of Superintendent Pierce. He had hardly reached the room when a messenger came out. It stated that Nathan had collapsed and needed medical treatment.

Dr. Dunn, the police physician, who was summoned to attend Nathan, informed the police officials that it would be imprudent to question the prisoner tonight, and, according to the advice, the examination of Nathan was postponed until tomorrow. Nathan has been charged with abortion and it is on this charge that he will be brought into court tomorrow, when it is expected his counsel will ask for a continuance of the case. Captain Dugan, after conference with Superintendent Pierce and Chief Watta, stated that further arrests today were improbable.

Nathan was held at the police headquarters for about two hours while under treatment by the physician. He recovered sufficiently to be taken to the hospital, which he was locked up for the night. His counsel stated, after bidding Nathan good night, that no effort would be made to obtain bail tonight. Tomorrow the police will attempt to locate the prisoner, if his condition be favorable.

Later, Nathan's case took an unfavorable turn and he was removed to the city hospital. Two inspectors will remain at the hospital until he gains sufficient strength to be taken to the police station.

PITTSBURGH, Nov. 1.—The examination of the members of the "Shepherd King" theatrical company in reference to the Winthrop dress suit case mystery and Morris Nathan's connection with the case was resumed today by the Pittsburgh authorities. The examination was conducted by Miss Marie and Miss Barron, chorus girls; Stage Manager Forrest and Assistant Stage Manager Brown.

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