

## GERMANY A FRIEND

DON'T WANT A TRADE WAR WITH UNITED STATES

## HOPES TO HAVE TREATY

DEFINITE PROPOSAL ON THE WAY TO THIS COUNTRY

Barfa Speck von Sternberg to Lay the Matter Before President Roosevelt—Expressions From Premier

BERLIN.—Baron Speck von Sternberg, the German ambassador to the United States who sailed for New York from Bremen on the North German Lloyd steamer Kaiser Wilhelm II, will, on his arrival at Washington, submit to President Roosevelt the proposals of the German government for a new trade agreement between the United States and Germany. The ambassador takes with him full knowledge of the German government's position and is prepared to negotiate. The correspondent here of the Associated Press asked the foreign office if, in view of the public interest in the United States on this subject, the imperial chancellor would not define Germany's attitude with some precision. Prince von Buelow received the correspondent and among other things, said:

"An idea, I suspect, is abroad in America that the changes in the German tariffs and the modifying agreements with other European countries were in some way directed against the United States and that Germany desired to damage the trade of the United States. This I am glad to say was never a motive with the German government and the proposals that are about to be made are designed to increase the exchanges between these two countries and not to contract them. The facilities for transportation between Germany and the United States are destroying their locality and by the operation of forces beyond the control of either of them bringing the two peoples into greater identity of economic interests.

"Each country has special aptitudes and products of which the other may avail itself and yet maintain the revenue and protective symptoms adjusted to its individual situation.

"Germany is as little inclined to shape its commercial policies according to the right dogma as the United States. We desire to promote the interests of our country and act in consideration of its economic needs. The old tariff of 1879, with the amendments added to it in the course of time no longer correspond in view of the development of Germany's agriculture in particular suffered in consequence of the treaties of the nineties whose chief purpose was to win foreign markets. For this reason special attention was given to German agriculture in the new tariffs. That this aim is not hostile to the commercial treaties and can be reconciled with the spirit of consideration for the interests of other countries, we have already proved by the negotiations of a series of new commercial conventions. With the United States, too, we can live upon a friendly footing in trade relations and extend our system of exchanges to the advantage of both countries. Such is our will."

"Could not the existing arrangement resting on the most favored nations interpretation of the existing treaties be continued? That appears to be the prevailing sentiment in the United States.

Prince von Buelow, replying, said: "A continuation of the present conditions unchanged is not possible, if only for the formal reason that our agreement of 1900 with the United States is founded expressly upon tariff duties. Under the old special treaties with Austro-Hungary, Italy, Switzerland, Belgium, these duties, in consequence of our new tariff and our new commercial treaties, will be abolished at the end of February 1906. Thus the German-American agreement will lose its basis when the new tariff goes into effect March 1, next, and therefore the imperial government is under the necessity of giving notice of the termination of this agreement on March 1.

## HAS NO CHARM FOR THEM

RUSSIAN MILITARY MEN DO NOT CARE TO RETURN HOME

scathing Vituperation Against All High Personages in Empire, Including the Czar—Sandal in the Army

NAGASAKI.—On account of the active military censorship after the ratification of the peace treaty, when the Associated Press correspondent left the front a statement for the press of the condition in Russia, Manchuria and eastern Siberia was impossible. There was general, and especially in the army, scathing vituperation and recrimination affecting all the highest personages in Russia, including the czar. The newspapers were filled with discussions regarding the causes of the war and motives by which it was inspired and fixing the blame. There was general distrust of all government acts. The military appeared to be anxious to remain in the east indefinitely, most of the officers dreading to return to Russia account of the terrors which recurring disorders there gave promise. The large number of Russians belonging to the progressive element who had settled in the east anticipated a new modern empire and were animated by a spirit of revolt. The intelligence that anti-government demonstrations had successfully been repressed caused an outbreak in the Irkutsk theater that the "Marseillaise" was sung and there were shouts of "Down with the government," "Down with the emperor."

The peasants and lower classes were declaiming against religious practices of the state church, something hitherto unknown. The head of the institute of oriental languages at Vladivostok was hooted, mobbed, spit upon and driven out by the students.

Owing to the severe strain on the railway caused by the concentration of General Linevitch's army demobilization was relatively slow. Generals Kaubans and Batazanoff, commanders of the Second and Third armies, hurriedly quit the field after the treaty of peace was signed. General Kuropatkin will be among the last of those leaving. When the armistice was signed at Shabotzu it was revealed that a scandal in the management of the army on the Tumen river had been discovered, consisting of the forage of provisions causing a famine, and also military malpractice, owing to which the Japanese refused to negotiate the armistice there, even after their signal victory.

Opposed to this gloomy aspect of affairs are the facts first, that a new era of communication has been inaugurated by British engineers who have just completed a wireless telegraph system extending from the Liao river to the Tumen and thence to the Amur railway; second, the expenditures of government money for constructing permanent barracks at Harbin, Vladivostok and Khabarovsk and the building of railways; third, the opening of the northern part of the island of Sakhalin and the promised modification of the laws applying to commerce and industry.

The Russo-Chinese bank, which confronted serious diplomatic difficulties in reopening through the Japanese sphere of influence, is already in active operation.

ST. PETERSBURG.—Count Witte summoned a conference of the editors of all the St. Petersburg newspapers and ask their aid and co-operation in restoring normal conditions and securing the confidence of the people in the new regime, the purpose of which was to give the fullest measure of liberty outlined in the manifesto. The Count said he had telegraphed to many eminent liberals to come to St. Petersburg and assist in putting the new administration on a solid and acceptable footing but while the railroad strike prevented their arrival he was forced to rely on the sober sense of the St. Petersburg press, without whose assistance in calming the people the government could do nothing positive and would be obliged to contend itself with negative and, even reactionary measures.

The editors present expressed the fullest confidence in Count Witte but declared that they could not publish their papers without the consent of the strike committee. The editors of the radical papers said that to content the people it was necessary to give the fullest amnesty to political prisoners.

## CITY IN A PANIC

PEOPLE OF ST. PETERSBURG FEARFUL OF A RISING

## THE OUTLOOK NOT GOOD

STRIKERS FOR TIME BEING CONTENT TO BE PEACEFUL

Men Anxious to Prove Capacity for Self-Government—Orders Given Police to Permit Peaceful Demonstrations

LONDON.—A dispatch to the Exchange Telegraph company from St. Petersburg says that Emperor Nicholas has decided to grant a constitution similar to that of Germany. ST. PETERSBURG.—St. Petersburg was in a panic, but to a large extent apparently without reason. The most alarming rumors were in circulation and the shopkeepers on all except a few of the principal streets closed their stores and boarded up the doors and windows, while peaceful-minded inhabitants kept within doors. Anxiety was evidenced in the whole atmosphere of the city, but so far nothing has occurred to justify these fears. There were no disorders.

General Trepoff, who has been placed in command of the St. Petersburg garrison and given an additional division of reinforcements, declares that he is ample able to maintain order and the police are allowing the strikers to vent their enthusiasm so as to avoid a conflict.

General Trepoff instructed the police not to interfere with the parades so long as they were orderly, but he gave notice that he was prepared to cope firmly with any disorder. He had printed in all the evening papers a notification that the troops would be ordered to use ball cartridges in case there should be any outbreak.

By the greatest exertions the government has succeeded in moving trains manned by military operatives on a few railroads. Traffic was resumed irregularly on the Moscow-St. Petersburg line, and on all lines to Brest and Kazan. The first efforts were directed to the moving of cattle trains so as to meet the pinch of approaching famine in the two capitals and one train load of cattle arrived at St. Petersburg and another at Moscow. A scanty supply of milk, butter and eggs is arriving in St. Petersburg over the Finland railroad, the employees of which refuse to strike. The situation cannot be regarded as much improved. The strikers at their meetings were as determined as ever to continue the strike and the full force of the railroad battalions is almost helpless in the face of the general strike on the railroads.

The source of the funds which are at the command of the revolutionists is a mystery. In Moscow the revolutionary committee is paying strikers 15 cents daily, and has invested large sums in arms and ammunition. The tactics of the revolutionists in St. Petersburg are apparently to create a reign of terror. The strike contagion is spreading. All classes of workmen are organizing sympathetic strikes, and industrial life in the country is coming to a standstill. The situation can not long continue. Either the workmen will soon be starved into submission, or pillage with military interference and bloodshed on a large scale are bound to follow.

At Moscow 600 cabmen have already fought the strikers, whom they charge with taking bread out of their mouths. In many cities especially at Moscow, the question of food is becoming extremely serious. Collisions between troops and strikers are reported to have occurred at several places.

Communication by telegraph with many interior points is interrupted. The whole country is becoming alarmed, and in St. Petersburg an incipient panic prevails. The boats and the Finnish trains, now the only means of egress, are crowded with people fleeing abroad. The situation here has grown much worse. The prices of food have gone up and the supply of beef is only sufficient for three days, but there are ample supplies of wheat and rye for two months. The emperor and the court at Peterhof are supplied by a warship from St. Petersburg.

## REBATES THE RULE

SANTA FE CAR MANAGER FRANK IN HIS CONFESSION

## CANNOT STOP PRACTICE

RATE WAR WOULD FOLLOW EFFORT ON HIS PART

Refrigerator Dispatch Line Owned by Railroad Company But Managed Separately—Leads Long on Stand

WASHINGTON.—Admitting that rebates are given to shippers in the California fruit service by practically all private car lines, G. S. Leads, general manager of the Santa Fe Refrigerator Dispatch, enlivened the inquiry being conducted here by the interstate commerce commission to show the relations between railroads 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 was confined to the business of the Atchison, Topeka Santa Fe Refrigerator Dispatch, which corporation, according to officials of both, who were on the stand, are owned by the same interests and they have the same president.

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

The cases on which the hearing are being held are directed 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. These cases were segregated from the numerous cases against southeastern railroads on which hearings were held recently.

J. S. Leads, general manager of the Santa Fe Refrigerator Dispatch, gave startling testimony concerning rebates, and declared his inability to break up the practice. He said his company operates 4,550 cars and obtains additional equipment by interchanging with the American Refrigerator Transit company and the Michigan Central railway. The cars operated by 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 and 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 at 21 cents a day, and the earnings for sixty-six miles at three-fourths of a cent a mile, making the annual earnings at \$142, maintenance \$75 and net earnings \$67 a year. The cars cost about \$1,200 each.

In response to questions by Commissioner Clements and Prouty, Mr. Leads admitted that he has paid rebates to shippers of deciduous fruits, but instead that there has been no discrimination in favor of anyone or more shippers. He justified the payment of rebates by saying that he found this practice indulged in by his competitors. The rebates, he said, amounted to \$10 a car to Chicago, \$15 to Buffalo and Pittsburg and \$20 to the Atlantic coast.

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

Commissioner Clements had called the attention to testimony given by Mr. Leads in hearings in 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.

"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.

## NEBRASKA NOTES

George Randall has sold his livery barn and business at Stella to a Mr. Mowry of Verdon.

Some thief stole \$10 from the Breeze office at Gretna. The money was in an old pair of overalls.

Ernest Guthrie of Wymore who was sentenced to the reform school by Judge Bourne, has been taken to Kearney by Sheriff Trude.

Section Foreman Melvard, of Arlington has been killed by being struck by a train. He had been in employ of the Northwestern road for the last ten years.

Joshua Clark, of Stella, has received a telegram stating that his son Roy was down with typhoid fever at Elk City, Ok., and not expected to live.

Jacob Heinrich, proprietor of a restaurant on Main street in Plattsmouth has been kicked in the face by a horse being injured in such a manner as will disfigure his face for life.

A freight wreck on the Union Pacific one mile east of Papillion, stopped all traffic on the road. The wrecked train was a stock train going east. Several cars of stock were piled up and the stock killed.

The army deserter who was being held at Norfolk has escaped from the Norfolk city jail in an unknown manner. He was to have been taken to Omaha and delivered to the Fort Crook authorities. The prisoner gave his name as C. R. Carter.

Eva May Sidders, 7 weeks old and one of a pair of twins born to Mr. and Mrs. Sidders of Beatrice, has died. At her birth she weighed but a pound and a half and at her death two pounds and three quarters. The other child died soon after birth.

The funeral of Dr. Everett Van Buren, formerly a prominent physician of Fremont has been held at Hooper. The services were held under the auspices of the Masovic lodge. For two terms Dr. Van Buren served as member of the city council of Fremont.

Dr. S. W. McGrew of Auburn offers to present to the city a lot at the corner of Third avenue and Fifth street and the ladies of the W. C. T. U. are making an endeavor to secure a library and it is probable that before long that city will have a public library and reading room.

While crossing the railroad tracks near the depot in Plattsmouth L. A. Weare, son of John Weare, of Omaha, slipped and fell and the wheels of a car ran over and crushed his left leg. The unfortunate man was taken to the Perkins house where Drs. E. W. Cook and Livingston amputated the limb between the ankle and knee.

The Cream City Creamery company in Beatrice has suffered a loss by fire that will reach probably \$10,000. Fire was discovered on the second floor of the plant at 7 o'clock in the evening and had gained such headway before water was playing upon it that much damage was done before it was gotten under control late at night.

Mrs. Herman Wippert's 1-year-old baby became unconscious in a mysterious manner and died suddenly at Butte. The services of a physician were called but the doctor could give no explanation for the death. Mrs. Wippert was recently restored to her parents at Butte a short time ago, after having been kidnapped eighteen years ago.

The home of J. D. Homan seven miles southwest of Gretna, has been entirely consumed by fire. The fire were only two children at home when the fire was discovered. Everything was destroyed, including valuable papers to the extent of about \$1,000. The house and farm belonged to H. G. Sanday. Mr. Sanday carried \$500 insurance with the Columbia Fire Insurance company. The Homan family are left destitute.

While Mrs. J. H. Overman of Stella, was doing some work in the cemetery a few days ago she saw a monster snake, which gave her such a fright that she went running to town and reported the matter, when her husband got a dozen men, repaired to the cemetery and were unable to find his snakeship after a diligent search. She described it as larger around than a stovepipe and about sixteen feet long. George Smith and Marvin Davis were in the same neighborhood and saw the reptile, which got through a hedge fence before they were able to kill it. A large crowd is going out from Stella to try and find it.