

ROOSEVELT REFUSES

Will Not Accept Offer to Arbitrate Venezuelan Dispute

MATTER WILL ACCORDINGLY GO TO HAGUE

Protocols for Submission to Tribunal Will Be Taken Up Today

BOWEN RILES SIR MICHAEL HERBERT

Claims Powers Seek to Continue Alliance Against Castro by Trick

AMBASSADOR RESENTS THIS IMPUTATION

Cables London Expressing His Displeasure and Suggesting Negotiations with American Envoy Be Broken Off

WASHINGTON, Feb. 6.—President Roosevelt has declined the invitation of the allied powers to arbitrate the question of preferential treatment in the settlement of their claims against Venezuela.

The administration, it is stated in an official quarter, was unwilling to approve the effort of the British government to eliminate Mr. Bowen from the negotiations, and moreover the president could not have accepted the invitation of the allies, even had he been so disposed, without the consent of the other negotiator, Mr. Bowen.

Consider Protocols Today

Tomorrow preliminaries will be considered with reference to the signing of the protocol referring matters to the Hague.

Immediately on receipt of Secretary Hay's note announcing the decision the British ambassador addressed a communication to Mr. Bowen, stating he was suffering from an attack of grip and would be obliged if Mr. Bowen would call on him. The Venezuelan envoy went at once to the embassy, where the British ambassador explained that he had been too ill to call for several days and announced the arrival of his protocol, which he was prepared to submit to Mr. Bowen for signature.

Later the German minister, Baron von Stenberg, called on Mr. Bowen and announced the arrival of his protocol. It developed that the two protocols are to be signed by Mr. Bowen with the Italian ambassador, Signor Mayor Des Planches, two with the British ambassador and two with the German minister. The first of each will be the second protocol, which are to be signed by Mr. Bowen with the Italian ambassador, Signor Mayor Des Planches, two with the British ambassador and two with the German minister.

It is doubtful whether the initial protocol between Mr. Bowen and the other allies will contain the same conditions, though all the negotiators are working to that end.

In these protocols the conditions precedent to the raising of the blockade will be clearly stated, and it is expected that the allies will contain the same conditions, though all the negotiators are working to that end.

They will also provide that Venezuela shall pay down to each of the three allied powers \$5,000 as an initial cash payment.

The differences between the protocols, it is said, will concern certain details, the nature of which is not known even to Mr. Bowen.

The German protocol will be submitted to him tomorrow by the German minister. Afterward Mr. Bowen will go to the British embassy and there see the protocol drawn up by Lord Lansdowne. The Italian ambassador, Sig. Mayor Des Planches, will bring his protocol to Mr. Bowen tomorrow for consideration. Having arranged for the signature of these first protocols, the negotiators will take up the second protocol, which are to be signed by Mr. Bowen with the Italian ambassador, Signor Mayor Des Planches, two with the British ambassador and two with the German minister.

It is admitted tonight that some days may pass before either of the protocols can be signed, owing to the minor differences, but negotiations are expected to move more swiftly than in the past.

In administration and diplomatic circles the reference to the Hague is regarded as a victory for Mr. Bowen, as Venezuela stands in a position to recover from the depressing effect of the blockade before starting upon the payment of its debts. The cumbersome machinery of the Hague, it is said, will delay matters considerably and the payment of creditor nations cannot begin until the recovery of the blockade is decided.

The tribunal also will decide the vital question, to South American states, as to whether blockades and bombardments entitle powers to preferential treatment at the hands of their debtor. Coming from the Hague it will establish a precedent, while a decision on the point from President Roosevelt would have carried no such weight as decisive of a point of international law.

An adverse finding by the president, therefore, could not have prevented the allied powers from repeating their blockade next month if they desired, whereas, an adverse verdict from the Hague would add a new canon to the law of nations and such a course of practice completely. It was to gain this principle, which naturally vitally affects not only the future of Venezuela, but of the other republics of this continent that Mr. Bowen stood out for arbitration by the Hague tribunal instead of by the president.

Mr. Bowen's Sir Michael Herbert. In confirmation of the dispatch yesterday to the effect that Mr. Bowen and the British ambassador, at the interview recently had a heated argument, it was stated that if the character of the subalterns that the British ambassador has been sending to his government regarding the attitude of Mr. Bowen should become public, the country would be furnished with sensational diplomatic incidents.

It is the opinion of the Venezuelan negotiators, other than the British ambassador, that the latter is directly responsible for the breaking off of negotiations with Mr. Bowen.

It is the opinion in official circles here (Continued on Third Page)

ROYAL ROMANCE IS ENDED

Crown Princess's Lover Leaves Elopement Lady to Facilitate Reunion with Her Children

THURSTON COUNTY MEN DISAPPOINTED

Interior Department Cannot Reopen Doors to Protect Few Innocent Purchasers Who Invested in Good Faith

Secretary Hitchcock Refuses to Modify His Ruling on Heirship Lands

Washington, Feb. 6.—(Special Telegram.)—E. A. Witte and George Day of Thurston county, who have been in Washington for the purpose of securing a modification of the rule laid down by the secretary of the interior regarding the sale of heirship lands, will leave Washington tomorrow for New York and thence to their homes in Pender, Secretary Hitchcock in his determination to break up the deal which has been going on on the reservation of the Omahas and Winnebago Indians in Nebraska. While similar conditions obtain on other Indian reservations, there seems to be more trouble growing out of the purchase of heirship lands in Thurston county than in any other portion of the United States. It is asserted, and undoubtedly with much truth, that in some cases the rule laid down by the secretary of the interior not to approve deeds to land sold under previous rules established by the department will work very great hardships. In some cases the purchaser has procured deeds at such expense, but Secretary Hitchcock says even though the very best of faith was shown in the purchase of particular parcels of land, that he will not approve any deeds unless the purchase was made under the recent rules promulgated by the department as to public conveyance.

Mr. Day, who is an attorney at Pender, stated that he knew of at least fifty cases where purchasers had gone into court in order to record deeds and that these purchasers had been put to great expense in order to ascertain all heirs interested in any particular parcel of land. These people, under the ruling of the secretary of the interior, will lose the amount they paid for such filing.

Secretary is in Earnest

It is a most intricate question, but Secretary Hitchcock is determined to put a stop to what he calls "frauds in heirship lands," and the gentlemen who came from Thurston county with a view of changing the secretary's ruling are being rebuffed.

Representative Hedges returned from Congress Monday morning, and he stated that the secretary of the interior is determined to put a stop to what he calls "frauds in heirship lands," and the gentlemen who came from Thurston county with a view of changing the secretary's ruling are being rebuffed.

Thompson Sails Saturday

Hon. D. E. Thompson, minister to Brazil, and Mrs. Thompson, sail tomorrow by way of Gibraltar for Rio Janeiro. There will be a number of Nebraska delegates on board, and Mr. Thompson has invited them to bid him and Mrs. Thompson bon-voyage, among whom may be mentioned Mr. and Mrs. Leonard, Mrs. John Fitzgerald and Mr. and Mrs. Elmer Stevenson.

W. H. Bucholtz, president of the Norfolk National bank, was today designated by Senator Millard as disbursing officer for the new public building in that city.

Representative Lacey has introduced a bill to pension Mrs. Rump, wife of the late congressman from the Second Iowa district, at the age of 80 years.

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Senator Gamble today secured the passage of a bill authorizing the Missouri Bridge company to construct a bridge across the Missouri river between Chamberlain, Brule county, and Lyman county, South Dakota. The contemplated bridge is to be a toll bridge constructed for the accommodation of foot passengers, vehicles and animals.

Senator Gamble today laid before the senate the resolutions adopted by the Benevolent Commercial club of Bonesteel, S. D., urging the ratification by congress of the agreement between the United States and the Republic of Cuba, which provides for the return of their lands in Gregory county.

Routine of Departments. Ernest G. Elliott was today appointed regular, and William Mather substitute rural letter carrier at Verdon, S. D.

George A. Scott of Independence, Ia., has been appointed assistant meat inspector in connection with the Bureau of Animal Industry.

The First National bank of Gilmore, Ia., has been authorized to begin business with a capital of \$25,000.

The corporate existence of the Valley National bank of Des Moines, Ia., has been extended until the close of business February 6, 1903.

The National Bank of North America of Chicago has been approved as a reserve agent for the Union Stock Yards National bank of South Omaha, Neb.

Two additional mail free delivery routes will be established March 2 at Lake City, Calhoun county, Ia.; the routes embrace an area of fifty-five square miles, containing a population of 792.

Money for the Navy. The naval appropriation bill reported to the house today carries \$79,048,420, or \$6,142,089 less than the estimates. The current appropriation is \$73,906,331.

In addition to the provision for the construction of the three first-class battleships, one first-class armored cruiser, two steel training ships and one wooden brig, the bill allows the selection of two midshipmen for each senator, representative and delegate, thus doubling the number. The committee says that with the present deficiency of 577 officers and with the number of officers that will be required for the ships in process of construction, the deficiency in the number of officers at the end of four years will be 1,460, unless additional midshipmen are appointed.

Further provision is made for the appointment of twelve ensigns from warrant officers and for the appointment of thirty additional lieutenants, commanders, fifty additional lieutenants, thirty additional surgeons, 120 additional passed assistant and assistant surgeons, twenty-nine naval constructors, eighty-four additional officers of the pay corps and 2,900 enlisted men.

The limit of the number of officers at the end of the fiscal year is to be increased from \$8,000,000 to \$10,000,000.

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BOUND TO STOP THE FRAUDS

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RELIGION DOES NOT COUNT

Trial of Grandson of Brigham Young for Murder to Be on Its Merits

OMAHA DECLARES ITSELF

Representative Meeting Expresses Opinion on Local Taxation of Railroads

TAX SHIRKING METHODS ARE SHOWN UP

With Millions of Property They Are Paying but a Modest of the Taxes of the City While Enjoying Its Benefits

Whereas, House roll 111 provides that the same assessor who values other city property for city taxation should also value railroad property within the city for city taxes; and

Whereas, said bill, if passed, will not reduce the state, county or school taxes of any city, town or village in any manner or form affect the same; and

Whereas, said bill, if passed, will not reduce the state, county or school taxes of any city, town or village in any manner or form affect the same; and

Resolved, That in the interest of equality of taxation and the welfare of the city of Omaha, the city council do pass said bill, and to pass a like bill for every other city and village that may desire the same.

What old and prominent citizens termed one of the most, if not the most, representative and enthusiastic mass meetings ever held in Omaha for the promotion of the cause of the city, was held last night in the council chambers of the city hall, where the issue of railroad taxation was exhaustively and effectively dealt with.

The meeting was brought about through the efforts of the Real Estate exchange, and that organization exerted no effort in vain. The audience included several hundred. It could not have been more representative had a committee been sent out through the city to solicit the presence of those who were not represented.

The capitalist, the laborer, the merchant, the manufacturer, the builder or contractor, the professional man in his several capacities, the politician, the school holder—all were there and all had a voice and used it. But the railroads, who are maintaining the only actual opposition to the cause which this assemblage promoted, were absent. The result was that the sentiment of the meeting was unanimous and pronounced for what was tersely expressed by the chairman, T. J. Mahoney, "equally before the law in the matter of taxation."

The meeting was simply a forcible demonstration of the determination of the part of the citizens of Omaha to abolish the present method of taxing railroads in Omaha for city purposes. This determination has found expression in house roll 171, introduced in the present Nebraska legislature by Representative Tom Elyk of Douglas county, providing for the repeal of that clause in section 98 of the Omaha city charter which compels the city to accept the mileage valuation of the state board instead of the fair cash value.

Shows Taxpayers' Stand. If the meeting was productive of but a single result it was to show, beyond peradventure, that the taxpayers of this city are overwhelmingly and unequivocally behind this bill. The people of Omaha, therefore, as was conclusively shown by this gathering, have grown tired of paying the enormous taxes which the railroads should pay for the use of the city streets and to prohibit these financial giants from shirking their just burdens and transferring them to the shoulders of the weaker members of society. Several members of the legislature from Omaha and Douglas county were present, and the one who spoke, Mr. Ten Eyck, the introducer of this bill, pledged the unanimous and unwavering support of himself and every one of his colleagues to the measure. The meeting adopted informal resolutions in support of the Ten Eyck bill.

The speakers of the evening were J. H. McIntosh, W. G. Ure, E. Rosewater, G. M. Hitchcock, Herman Kountze, L. V. Gue, William S. Poppleton, Thomas Kilpatrick, W. B. Ten Eyck and Robert Smith.

McIntosh States Question. Mr. McIntosh declared it was the best meeting of the kind he had ever seen held in Omaha during a residence of sixteen years.

"The question before us tonight," said Mr. McIntosh, "is, shall the railroads be taxed on their assessments, or shall they go before the same tribunal that fixes the assessments of every other taxpayer in Omaha?"

He answered his own question by declaring: "All we ask is that the railroads face the same tribunal that every other Omaha taxpayer faces. Equality before the law, then, is our only plea."

As showing the falsity and absurdity of the values which the Union Pacific railroad now gives for its Omaha terminals, Mr. McIntosh quoted from the testimony of former Chief Engineer Bogue of that company in the maximum rate case, where Mr. Bogue stated, under oath, that the Union Pacific Omaha terminals, then, in 1900, were worth not less than \$10,000,000, and if vacant could not be bought for \$15,000,000, which, incidentally, is half the amount John N. Baldwin now says would be required to reproduce the company's entire system in Nebraska.

"If that could not be bought for \$15,000,000 in 1900, what must be its value today, after these years of unparalleled railroad prosperity?" asked Mr. McIntosh.

What the Union Pacific Pays. "Your property," continued the speaker, "worth \$15,000,000 will be valued for that amount for city taxes or any other taxes. Is there any Omaha terminal property valued at \$15,000,000? Oh, no, it is valued at the munificent sum of \$67,649.49. And on this basis for 1903 its tax for city purposes will be \$676.49, or less than one-half the taxes of the Commercial bank building and 27 per cent of the taxes of Hayden Bros. store building. This \$676.49 is the total tax the Union Pacific pays on its 400 acres and more of land in the heart of Omaha, equal to 192 city blocks, including all its terminals, its big, big depot, and in fact everything except its general headquarters buildings and shops. It is less than the annual salary of a single policeman who stands at the entrance of the Union Pacific's depot and protects and guards its thousands of passengers."

"But the Burlington is no better. It is worse, if possible. In 1904 in this same rate case the Burlington officials swore to a terminal valuation in Omaha of \$7,863,142.90. If the present law is allowed to stand the Burlington will this year pay on these millions for city taxes in Omaha \$289.25."

Mr. McIntosh then took up the claim of the Union Pacific that it is distributing throughout the several counties through which it runs for taxation the amount of its terminal valuation, and denied it in toto. He emphatically maintained that the Burlington will this year pay on these millions for city taxes in Omaha \$289.25.

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