

IN THE NATIONAL HALLS OF CONGRESS

Monday, February 12.

Washington, Feb. 12. — The senate today adopted a joint resolution reported by Tillman from the senate committee on interstate commerce, which directs the Interstate Commerce commission to investigate the charge of discrimination and combination in restraint of trade made against the railroads. It was a joint resolution, and must be passed by the house and signed by the president before it becomes effective. The adoption of the resolution was preceded by a speech by Tillman, in which he practically charged that the administration was not proceeding in good faith to secure railroad legislation, because he was not satisfied with the president's advisers. Among these he mentioned Secretary Root and Senator Knox.

Lodge also spoke at length on the railroad question. He delivered a carefully prepared speech, in which he took a position for governmental regulation of rates, but advised the utmost caution against too radical action. He expressed the opinion that the giving of rebates was practically the only evil existing in connection with the railroad systems of the country.

Washington, Feb. 12. — The house today had sport with the bill providing for the whipping-post for wifebeaters in the District of Columbia, and then laid it on the table, effectively disposing of it, by a vote of 153 to 60.

A new gavel was dedicated to the memory of Lincoln, by Speaker Cannon in opening the house, and the birthday of the martyred president was remembered in the prayer of the chaplain.

Friday, February 9.

Washington, Feb. 9. — Almost the entire session of the senate today was devoted to the consideration of the urgent deficiency bill, which was passed practically as it was reported from the committee on appropriations. The only discussion was over an amendment suggested by Patterson to strike out the provision relieving alien workmen on the canal from the operation of the eight-hour day law. Patterson contended that to require men to labor more than eight hours a day in the tropics was inhuman, and argued that the requirement would do injustice to American labor. Several senators on both sides of the chamber controverted the position. The amendment was voted down without resort to a roll call. The senate adjourned until Monday.

Washington, Feb. 9. — The house today ground out its usual semi-monthly grist of private pensions, passing in 72 minutes 429 bills for the benefit of veterans who are barred for one reason or another from coming in under the general statute, and thus made a new speed record for such bills. Seventy-five per cent of the beneficiaries are either blind or bed-ridden. This order, with a number of minor bills and the passage of two amendments to the Philippine tariff act of 1905, constituted the transactions of the day. The tariff amendments place American cotton goods on an equality, so far as the cost of production is concerned, with European goods. Low grades of shoes were admitted at a lower tariff. The house adjourned until Monday.

Thursday, February 8.

Washington, Feb. 8. — Just enough morning business was allowed in the house preceding the vote on the Hepburn railroad rate bill today to permit delayed members to reach their seats before the rollcall ordered the night before began. Three hundred and forty-six members voted for the bill. Seven, all Republicans, voted against it. Applause greeted the announcement of the result by the speaker to the house, which had given its undivided attention to the question of government rate-making for seven days.

Those voting against the bill were: Littlefield, of Maine; McCall and Weeks, of Massachusetts; Perkins, Southwick and Vreeland, of New York; and Sibley, of Pennsylvania.

Sullivan, of Massachusetts, voted "present," and was not paired. There were 28 members paired, but these pairs were generally political ones. None of them was made upon the bill, and consequently did not indicate opposition.

Washington, Feb. 8. — There was a general expectation that today would witness a revival of yesterday's exciting

Wallace Before Committee.

Washington, Feb. 6. — John F. Wallace was before the senate inter-oceanic canal committee today and made a statement regarding the severance of his relations with the Canal commission. In it he spoke of the violent attack of Secretary Taft and Mr. Cromwell, the only basis of which, he said, a difference of opinion between himself and Taft and Cromwell as to his right to decide when he thought the welfare of the enterprise and his own justified his resignation. He was liable to be dismissed at any time.

curences in the senate over Patterson's caucus resolutions, but it was not realized and the large crowd attracted to the galleries was compelled to leave in disappointment when at 3 p. m. the senate went into executive session, after a day devoted largely to ordinary bills on the calendar.

Wednesday, February 7.

Washington, Feb. 7. — By continuing its session practically to 7 o'clock the house concluded all preliminary steps to the passage of the railroad rate bill, ordered a roll call on the measure and put off the final action until tomorrow. The time for amendment came at 4 o'clock, and for three hours following one amendment after another came up, was read, debated in some instances and went down to defeat. So fierce was the struggle to amend that often when a paragraph of the bill was concluded in the reading, a dozen members waved their amendments and shouted for recognition. Not one of these was adopted. They contained all manner of propositions, such as regulating preferences, the long and short haul, free passes, court procedure, whole rate bills and parts of bills, but all "went by the board."

Washington, Feb. 7. — Today for the first time in many years the senate was made the scene of an effort to administer party discipline to a member of that body, and the occurrence was one of so many dramatic details that the many witnesses will not soon forget it. Patterson was the subject of the effort, and Bailey, to whom, in the absence of Gorman, the Democratic leadership is conceded, was the instrument of his party in the incident.

Tuesday, February 6.

Washington, Feb. 6. — The senate did not have an opportunity today to hear the discussion of Patterson's resolution on the action of the Democratic caucus, which was partially promised, but gave the entire day to a review of the prerogatives of the senate in the matter of framing treaties. The question was raised by Bacon in a speech on his resolution requesting information concerning the Algerias conference. Lodge gave notice of a speech Monday on the railroad rate bill.

Washington, Feb. 6. — Having fixed the end of the general debate on the rate bill at 4:30 o'clock tomorrow, the recognition of the chair was passed around at a lively rate in the house today. Seventeen speeches were made, all of them for the measure. The railroads came in for an unusual amount of criticism.

Wants Land Sold.

Washington, Feb. 12. — Senator Fulton is preparing to vigorously oppose the bill soon to be reported by the public lands committee providing for the repeal of the timber and stone act, unless he can secure an amendment stipulating that 25 per cent of the money derived from the sale of public timber shall be turned over to the county in which the timber is situated. The bill in contemplation absolutely repeals the present law and proposes that the government shall retain title to all timber land, selling only mature timber at public auction or otherwise at not less than the appraised value.

This in effect places all public timber land in permanent reservations. Under this proposed law, public timber land will never become subject to taxation, and in consequence the counties in which this land is located will be forever deprived of the benefit of the taxes which would eventually accrue, were this land taken up under the timber and stone act.

Germany Hopes for Agreement.

Berlin, Feb. 7. — It was reported in commercial circles today that a tariff arrangement between Germany and the United States, to last one year, had been agreed upon, but inquiry at the American embassy and at the foreign office established the falsity of the report. The foreign office, however, apparently is more hopeful now. The officials expect that some sort of an agreement will be reached before the end of the month.

New Naturalization Bill.

Washington, Feb. 6. — The house committee on immigration and naturalization practically agreed today on the Howell naturalization bill in a slightly amended form.

Spanish Trade Growing.

Washington, Feb. 13. — Trade of the United States with Spain and Portugal amounted in the fiscal year 1905 to over \$54,000,000, according to a report issued by the department of Commerce and Labor. Of this, \$15,000,000 was imports and \$19,000,000 exports. Of the imports, \$6,500,000 was from Portugal and \$8,500,000 from Spain. Of the exports, \$2,000,000 went to Portugal and \$17,000,000 to Spain. Imports from Portugal have greatly increased during the last few years, while the exports to that country have declined.

THE RATE BILL.

Provisions of the Measure Passed by the House.

Washington, Feb. 9. — The railroad rate bill is intended and does comply specifically with the recommendations of President Roosevelt on the rate question. It gives the Interstate Commerce commission authority, when a rate has been complained of as "unreasonable" by a shipper, to investigate that rate, state whether or not it is unreasonable, and if found to be unreasonable, to name a rate, which is to be just and reasonable, and fairly remunerative, and which is to be the maximum rate to be charged.

This rate, so fixed, is to go into effect 30 days after it is announced by the commission, subject, during that time, to be set aside or suspended by the commission or by the courts. After it has gone into effect, it is to remain the rate for three years. During this time, according to the opinion that has been expressed by those who have participated in the debate, the rate may also be reviewed by the courts, and, if found to be in conflict either with the constitution by being confiscatory, it can be set aside by the courts.

Another important feature is the definition of the words "railroad" and "transportation," in a manner to include all auxiliary instrumentalities.

This power to name a reasonable rate and the inclusion of the auxiliaries within the jurisdiction of the commission, are said to be the new features. All other provisions are modifications of existing law. They include publicity of railroad methods, which is to be aided by prescribing a system of bookkeeping, and enlarging the commission to seven members and increasing salaries of members to \$100,000 a year.

CHINESE GOOD SOLDIERS.

Minister Discusses Agitation and Preparations for War.

Berlin, Feb. 9. — General Tchong Tcheng, the Chinese minister to Germany, in the course of an interview with the Tageblatt's correspondent on the disquieting rumors from China, said that China needed reform in her head and limbs. Europe, he said, had been surprised that Japan had become greater than China, whose soldiers, and especially those in the northern part of the empire, compare physically with the Prussian guards. Money for army and navy expenses, he said, should not be considered, as the population of over 400,000,000 could easily contribute a milliard where vital interests were touched.

China, the minister continued, strongly wishes for commercial dealings with foreign countries, but prefers those without Chinese colonies. The missionaries, he added, cause hatred of foreigners by their tactless proselytizing and the fighting between Protestants and Catholics.

The minister was asked if the navy and army reinforcements which the United States is sending to the Philippines in the expectation of difficulties with China might arouse the Chinese dragon. He replied:

"If the American government sends reinforcements, who can say it fears difficulties with China? It is all nonsense. I believe the armaments are prepared against somebody else; I cannot express myself more definitely."

APPIAN WAY OF AMERICA.

Perfect Road Will Be Built Straight Across Ohio.

Cleveland, Feb. 9. — Within a year work will be begun by the National Good Roads association on a great highway extending clear across the state of Ohio, from the Pennsylvania to the Indiana line, that will be one of the finest in the world, and, like the Appian Way, will be built to last for all time to come. This is the information given out today by Colonel W. H. Moore, president of the association.

The road, which will be the first to be built across a state under the authority of an organization since the old Federal roads, will cost \$1,500,000. Of this amount, Colonel Moore says \$750,000 has already been put up by certain interests that he will not now reveal, and the remainder will be secured from the counties through which it will pass.

Puts Down Siberian Revolt.

St. Petersburg, Feb. 9. — General Linievitch, commander of the Manchurian armies, telegraphed to the emperor yesterday as follows: "General Rennenkampf entered Chita, Transbaikalia, February 5, without bloodshed. The inhabitants of the town have been disarmed and work has been resumed. Two hundred of the revolutionists have been arrested, but a number of the leaders fled. General Helsingkoff, the military governor of Chita, has been relieved of his post for inaction."

Will Act for Castro in France.

Washington, Feb. 9. — The Venezuelan government has requested the government of the United States to take charge of its consulate in France. Secretary Root has decided to comply with the request and will give the necessary instructions to the American ambassador in Paris.

RAILROADS GIVE UP

Cannot Withstand Public Hostility on Rate Question.

ATTACKS COME FROM ALL SIDES

Denunciations of Pennsylvania Railroad Merger and of Coal Roads Cause Alarm.

Washington, Feb. 10. — It is apparent that certain railroad interests have become alarmed over the decided anti-railroad agitation that is manifesting itself in congress and in several states, and that their friends in the senate have been appealed to to settle upon the best rate bill they can get and get it before the senate for action. It is said that the railroad interests at large have become astounded over the opposition that has developed to them throughout the country, and that many of them realize that graver problems than the fixing of a disputed rate confront them if something is not done to allay the spirit of hostility.

Some of the magnates believe that if they can get the members of the committee on interstate commerce of the senate together on a bill at once it will stop the agitation that is each day growing stronger against what are characterized as "railroad lobbies" in various states.

The denunciation of the railroad trust in West Virginia by Governor Dawson in a letter to the senate, the offering of a resolution in Pennsylvania to investigate coal-operating roads and the determination of many members of congress to secure an investigation of the alleged trust formed by the Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio and Norfolk & Western, have excited fear among the friends of railroads that a remorseless crusade against them is about to begin.

Chairman Elkins, of the interstate commerce committee of the senate, who favors the railroad interests, and Senators Clapp and Dolliver, who have been fighting for action, held a private conference of several hours this afternoon. It is believed a basis of compromise is being considered.

STILL RELY ON RELIANCE.

Will Be Converted to Suit Terms of Next Yacht Race.

New York, Feb. 10. — In discussing the possibilities of a challenge for the America's cup from Sir Thomas Lipton or any foreign source, and the probable course of the New York Yacht club, on receipt of such a challenge, says today's Times, the astonishing statement was made by a prominent member of the New York club yesterday that the Reliance would be used in all probability as the defender of the cup, even though the challenge called for a race with schooners, as has been suggested, and that to meet these conditions she would be converted, as it is a perfectly practical suggestion and meets Sir Thomas' and any other challenges at every point.

If a 70-foot sloop, as suggested by Sir Thomas, is named as the challenger, the challenge will be accepted and the Reliance will be used as the challenge boat, in spite of the big allowance she would have to give. If a 110-foot schooner is named, the Reliance will be converted and will be still the defender. If a 90-foot sloop is named, it will, of course, be the Reliance which will cross the line as the defender of America's priceless trophy. Under old rules or under new, the Reliance is looked upon as capable of successfully defending the cup and will remain the club's Reliance.

Poaching on Fund.

Washington, Feb. 10. — To the surprise of many senators, the Hansbrough bill setting apart \$1,000,000 out of the reclamation fund for the drainage of swamp lands in North Dakota slipped through the senate today. Several Western senators were vigorously opposed to taking any money out of the reclamation fund to drain swamp lands and it was their purpose to oppose this bill, but it was called up when the senate was virtually empty and went through without opposition. It will be fought in the house.

Grain Trust Ordered Dissolved.

Lincoln, Neb., Feb. 10. — A decision adverse to the Nebraska Graindealers' association was handed down today by the Supreme court, which orders the association dissolved. It had been alleged that the association fixed prices, leaving the farmers to take what was offered.

FOUR ARE KILLED.

Disastrous Wreck on O. R. & N. at Bridal Veil.

Portland, Feb. 7. — In the most disastrous wreck in the history of the Oregon Railroad & Navigation company and the only one in which the life of a passenger on that road has been lost, Chicago-Portland Express No. 5 ran into the rear end of the Spokane Flyer, No. 3, at Bridal Veil yesterday morning at 7:50, telescoping the Pullman car Galatea, killing four persons and injuring a score of others. Engine 193, in charge of Engineer William Swain, became unmanageable and dashed into train No. 3, which was standing on the track at Bridal Veil. Had it not been for the presence of mind of Silas Smith, brakeman on the Chicago-Portland Express, who pulled the emergency cord when he realized the train was beyond control of the engineer and was running away, thus setting the brakes, the collision would have been one of the worst in the history of Western railroading.

Train No. 3 had stopped at Bridal Veil station, and was delayed there by its engine, which was out of order. When about four miles east of Bridal Veil the locomotive hauling the Chicago-Portland Express got out of order and became unmanageable.

The injector pipe had broken inside the cab, letting out a flood of steam and driving the engineer and fireman out of the cab. Engineer Swain reached for the throttle to stop the engine, but could not reach it. In a moment he heard torpedoes on the track and realized that the Spokane Flyer was ahead on the main track, and rushed back into the cloud of burning steam that filled the cab in an effort to stop the flying train. He groped about for the levers he could not see, fearing even to breathe in the deadly atmosphere, suffering tortures to his scorched hands and face, and, finally baffled, was compelled to retreat to the engine tender. Both he and the fireman then leaped to the connections between the tender and the mail car and tried to reach the air hose and break the connection, thus applying the brakes, but Engineer Swain's hands were so terribly burned they were useless, and he could not disconnect the hose.

Meanwhile Silas Smith, living at Second and Grant streets, Portland, who was brakeman on No. 5, realized the engine was beyond the control of the engineer and pulled the emergency cord, setting the brakes. This slowed the train, and the locomotive was detached from the train and shot ahead, crashing into the Pullman. In a moment the rest of the train, coming at a slower speed, struck the engine, and again hurled it against the wrecked Pullman. Those in the wreck felt two distinct shocks, and by his prompt action in bringing the Chicago-Portland Express almost to a stop Brakeman Smith prevented a much heavier loss of life.

HEYBURN GROWS WORSE.

Peritonitis Aggravates Illness of Senator from Idaho.

Washington, Feb. 5. — Considerable anxiety is felt over Senator Heyburn tonight. He slept little last night, and today unfavorable symptoms developed which indicate that peritonitis has set in. The pain and inflammation heretofore confined to the region of the appendix had spread and his stomach is now affected.

Up to this morning the senator was hopeful of early recovery; in fact, expected to get up tomorrow. Tonight he is decidedly depressed, and seems to realize the seriousness of his condition. If he does not show marked improvement by morning, another consultation will be held.

While it is announced at his apartments that there is believed to be no immediate danger, nevertheless everything indicates that he is in a critical condition, the presence of peritonitis and kidney trouble, in addition to appendicitis, being most serious complications.

Italy Will Ruin Padrones.

New York, Feb. 7. — The Italian government has just contributed a subsidy of \$20,000 a year for an Italian labor exchange in New York. This is part of an organized attempt by Italian citizens of the United States, combined with the Italian authorities at home, to beat the "padrone" system and to keep the Italians from piling up in New York. The exchange will be incorporated under the laws of New York by Italian citizens, and probably will be in working order by next summer, for the great crush of immigrants.

Two-Cent Fares for Ohio.

Columbus, O., Feb. 7. — The house today by a vote of 104 to 1 passed the Freiner 2-cent-fare bill, which was substituted for the Rathbun bill, passed by the house. The senate, it is said by leaders of that body, will accept the Freiner bill, which will go into effect 30 days after it is signed by the governor.