

IN THE NATIONAL HALLS OF CONGRESS

Friday, May 18.—After 70 days almost continuous deliberation the senate today at 4:53 p. m. passed the railroad rate bill by the practically unanimous vote of 71 to 3. The three dissenting votes were cast by Foraker, Tillman, and Morgan and Alabama. There was a somewhat larger attendance than usual, but the attendance in the galleries was by no means abnormally large and there was no manifestation of any kind when the result was announced. There was, however, an unusual general sigh of relief among the members.

Washington, May 18.—Reminiscent of the stressful days of the 47th congress were the scenes in and about the senate today. Hardly had the Democrats approved when the Democrats, under the leadership of Williams, of Mississippi, began the first real filibuster in a number of years, their object being to defeat the bill paying to Samuel Lee, of South Carolina, \$10,482 for allowances made in connection of the election of Lee, a neophyte contestant for a seat in the 47th congress. This bill has been reported favorably by the committee—six times by Democrats and three times by Democrats.

Thursday, May 17.—Washington, May 17.—With the exception of Bailey's digression, the day was devoted by the senate to a consideration of the amendments made in committee of the whole and covered somewhat more than half of the measure. There was a prospect of concluding the reading until the section granting to the Interstate Commerce commission power to fix rates was reached when the question of the constitutional question of that provision was raised. The reading was made on the clause giving to the committee discretion in the matter of preserving rates, and a long debate ensued. The question was still under consideration when the day came to a close.

Washington, May 17.—After two days' debate the house today passed the naval appropriation bill, carrying \$24,000,000. The amendment provided that the secretary of the navy could open the market and purchase anchors and cordage, should it be demonstrated that they could be obtained cheaper in free markets than they could be made by the government, and was defeated today by a vote of 188 to 122.

Washington, May 17.—The action of the house on a second amendment, upon which a separate vote was demanded, a 4 per cent differential will be allowed bidders from the Gulf Coast on ships constructed there. The vote was very close, three Republicans changing from no to yes, and three Democrats changing from no to yes. The vote was 219 to 215.

Wednesday, May 16.—Washington, May 16.—The consideration of the rate bill in committee of the whole was concluded by the senate today, and the measure was then reported to the senate, where there will be opportunity to review and alter all amendments heretofore made.

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disarmament and arbitration, and insisted that there was no national need for such a large navy. The amendment introduced by Burton, of Ohio, to strike out the appropriation for a rival to the British Dreadnaught was defeated, as was the amendment leaving the construction of the battleship to the discretion of the secretary of the navy after the second Hague conference. A final vote on the bill will be taken tomorrow.

Tuesday, May 15.—Washington, May 15.—With the exception of the anti-pass amendment, the senate concluded its discussion of the railroad rate bill in committee of the whole and, as such as that provision shall be disposed of, will take it up in the senate. The general expectation is that the pass question will be disposed of early tomorrow, and the general hope is that the bill will be passed before the close of tomorrow's session. The greater part of the day was spent in discussing the eighth section of the bill, relating to the personnel of the Interstate Commerce commission, resulting in the elimination of the entire section and the restoration of the present law, which provides for five commissioners at salaries of \$7,500.

Washington, May 15.—The House by a decided vote today reaffirmed its faith in the Navy department, defeating an amendment of Tawney, chairman of the appropriations committee, to limit the expenditures on a ship to 10 per cent of the cost, a vote of confidence coming after two hours' hot debate. Having reached the section of the naval bill dealing with increase in the Navy and, realizing that considerable debate must ensue, the house adjourned until noon tomorrow.

Tawney was emphatic in declaring that it was both bad policy and bad administration to give to the Navy department the right of spending \$11,000,000 for repairs of vessels without so much as being compelled to give an account to any one for the money expended.

Monday, May 14.—Washington, May 14.—The session of the senate today passed without an exciting incident and without the adoption of a single amendment to the railroad rate bill, notwithstanding that measure was under consideration practically all the time from the hour of convening, 11 o'clock, until adjournment at 5:15 p. m. The most characteristic feature of the day was the rejection of amendments. This was accomplished either by direct vote or by the process of laying on the table and one followed another in rapid succession.

Among the provisions thus adversely disposed of were several intended to fix the liability of railroad companies for injury to employees. The presentation of provisions intended to accomplish this purpose had the effect of bringing out a practically authoritative statement that the committee on interstate commerce will report the independent house bill on that subject which is now pending before it.

Washington, May 14.—The house had under consideration today bills relating to the government of the District of Columbia. It completed the bills reorganizing the Washington public school system, then adjourned in the absence of a quorum, postponing action on the bills under consideration. These bills will be taken up tomorrow.

Saturday, May 12.—Washington, May 12.—The senate proceedings today were devoted exclusively to the consideration of the railroad rate bill, and they included many interesting and some sensational features. The actual accomplishments of the day consisted in the completion of the consideration of the Allison amendments, covering the question of review by courts of the orders of the Interstate Commerce Commission.

There were several of these provisions and all were accepted as presented or suggested by the Iowa senator, showing an almost perfect agreement among Republican senators. Indeed, one of the noteworthy features of the day was the practical unanimity of the Republicans. They not only voted almost solidly for the Allison amendments, but were just as nearly united against opposing propositions. When an adjournment was reached, there was still prospect of the continuance of the debate for next week.

Jiminez Plans Revolution.—Washington, May 15.—Reports have reached the State department of the organization of another revolutionary movement directed against the government of President Caceres, of Santo Domingo. It is understood that the island of Porto Rico is the base of operations, and it is supposed that ex-President Morales and Jiminez are the leaders of the movement. Instructions have been sent to the insular governor of Porto Rico to take steps to carry out the neutrality laws, which would prevent departure of hostile expedition.

California Needs Another Judge.—Washington, May 15.—The members of the California delegation in congress today met in conference with Secretary Metcalf and discussed the question of an additional circuit judge for California, as well as the urgent need of liberal appropriations both for the construction of new federal buildings in San Francisco and the proper repairing of others. Insurance litigation will, it is believed, make an additional judge imperative.

ISSUE PAUL JONES STAMP.

Postoffice Department Has Hitherto Slighted Our Naval Heroes. Washington, May 15.—It is probable that the likeness of John Paul Jones, of deathless fame in the annals of naval warfare, will appear upon one of the next series of United States postage stamps.

A naval officer recently called attention to the fact that the United States navy, whose achievements present an unbroken line of victories, has had but scant recognition at the hands of the postoffice department so far as honoring eminent naval officers of the United States upon our postal issues is concerned.

The naval officer is correct. Up to 1902 only one representative of the navy had ever been recognized for a place upon a United States postage stamp—Commodore Perry of Lake Erie fame—and his position was so obscure that not one person in 10,000 ever saw his likeness upon a stamp. Perry was in 1870 assigned to the 90-cent stamp, and there he remained until 1902, when, instead of making a new place for Admiral Farragut, who was voted into the charmed postal circle, the postoffice authorities retired Perry and Farragut took his place.

The new series of stamps for the Philippines, now in process of printing in Washington, depicts Admiral Sampson on the 16-centavo (8 cents) stamp, but upon United States stamps until 1902 Perry reigned supreme. On the other hand the army has received numerous honors from the authorities who determine what faces shall adorn our postage stamps. Beginning with General Washington, the list includes General Winfield Scott, General Zachary Taylor, General Garfield, General Grant, General Sherman, General Harrison, Major McKinley, General Sheridan's likeness is represented on the reply postal card.

CHINESE IN A PANIC.

Many Certificates of Registration Destroyed in Fire.

Los Angeles, Cal., May 15.—The California Chinese are to make an effort before the highest authorities for complete re-registration of their people. The contention of leading Chinese is that more than 25,000 certificates of registration, a great part of which are not duplicated in Washington, were destroyed in the San Francisco fire. It is stated that there are only 50,000 Chinese in California.

Many of the Chinamen are bordering on panic, for they realize that should their right to be in the United States be questioned they have little to show legal residence. For months to come any Chinese who has a possible knowledge of English and American customs will claim on arrest that his certificate was destroyed in San Francisco. The problems that now confront the immigration officials are practically endless. The registration now in effect was made 12 years ago. The Chinese claim that this was imperfect and in some respects on a wrong basis.

RISING FEARED IN CHINA.

Missionaries Send Word That Soldiers May Prove Disloyal.

Minneapolis, May 15.—Bishop Dahl, of the United Norwegian Lutheran church, has sent cablesgrams to the missionaries of the church in China, ordering them to leave the districts in which they are engaged, in case they consider their lives in danger. Bishop Dahl has received three letters from missionaries of the United Church in China, who forecast trouble in the nature of a new revolution.

According to these letters the disturbance is centered around Raining-Fu, of the Honan district. Rev. J. S. Stocke, who writes one of the letters, dated in April, says the Chinese are rising against their own government in this district, and he asserts that the officers and the government officials themselves do not believe that their own soldiers are to be depended upon, as they are receiving pay from the revolutionists. He says they are constantly afraid the soldiers will betray them and open the gates to the enemy.

Compromise Jewish Question.

Odessa, May 15.—A dispatch received here today from St. Petersburg states that at a conference of Jewish, Constitutional Democratic and labor leaders in parliament it was agreed not to raise the Jewish question separately, but to compromise it in the general question of abrogation of national restrictions and class privileges, for which a bill is being drafted. As the result of the agreement the Jewish and Polish members decided not to constitute national groups, but to join the Democratic block.

Turkey Expresses Regret.

Constantinople, May 15.—The Porte today replied to Germany's protest against the boarding and detention of the German sailing ship *Odyssey* by Turkish officials recently, while the vessel was discharging cargo at Cibuklu. The reply expresses regret at the occurrence and promises to punish the official responsible for it, but it proposed a reduction of the indemnity of \$3,500. The German protest described the seizure as an act of piracy.

Must Not Spit on Floor.

Washington, May 15.—A government employe who spits upon the floor of a government building or office in future is liable to summary dismissal from his position, under rules now being promulgated through the departments by order of the president. The president considers drastic rules of this kind are necessary to prevent spread of tuberculosis among the government employes.

NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

HAPPENINGS OF TWO CONTINENTS

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

New York will expend \$160,000,000 in adding to the city's water system.

The San Francisco fire destroyed proof of the citizenship of 100,000 voters.

Wa Ting Fang, ex-Chinese minister to the United States, proposes radical reforms in China.

John Mitchell, president of the United Mineworkers, will soon resign to take up the practice of law.

Barracks have been built in Golden Gate park, San Francisco, which will accommodate 5,000 persons.

The Interstate Commerce commission has secured more admissions of grafting by Pennsylvania railroad officials.

Insurance companies have already paid about \$200,000 San Francisco losses and it is expected all undisputed claims will be paid by June 1.

A great forest fire in Michigan has burned over an area of 200 square miles and latest accounts report the flames still burning. Fourteen towns have been wiped out entirely and thousands of people are homeless. As far as known no lives have been lost, although several entire families have not been accounted for and may have perished. The money loss will be enormous.

The president has declared himself in favor of ship subsidy.

Evidence of rebating has been found against the Pennsylvania railroad.

Cumberland Presbyterians will go to law to prevent if possible church union.

Natives at Guantanamo, Cuba, attacked United States sailors, killing one and wounding 22.

Governor Blanchard, of Louisiana, has sent a special message to the legislature asking for an insurance reform law.

A court of inquiry has found General Stoessel wrong in surrendering Port Arthur and he may be disgraced and sent to prison.

Commissioner Garfield has produced much documentary evidence against the Standard Oil at the Interstate Commerce hearings.

A New York man just returned from Panama says that country is practically a monarchy with the president at the head. He says the government is constituted on the plan of the big insurance companies—the president's relatives all hold jobs in the government service and control all the good places.

The Russian parliament is preparing demands to the czar for liberty.

Municipal ownership in Denver has been beaten by blunders and treachery.

The Great Northern and Burlington are to run through trains from Portland to Chicago.

Taft has again declared that he will continue to buy canal supplies in the cheapest market until restricted by congress.

Rains and floods are causing enormous damage in Texas, Oklahoma and Indian Territory. A number of persons have been drowned.

The house committee on insular affairs has made a favorable report on the bill extending United States citizenship to the inhabitants of Porto Rico.

Well known scientists who have been studying Vesuvius are preparing to predict earthquakes and eruptions and say insurance risks may be reduced to a minimum.

Will J. Davis, who was manager of the Iroquois theater, Chicago, at the time of the great fire in that building, has been arraigned on a charge of manslaughter, growing out of the fire.

Witte has come to the front in the Russian upper house.

An obnoxious police official at Warsaw, Russia, has been blown up by a bomb.

San Francisco is slowly but methodically preparing plans for the rebuilding of the city.

The Mutual Life Insurance company has begun suit against its officers to recover wasted company money.

Bunau-Varilla, ex-minister of Panama to the United States, says a sea-level canal is the only practicable one to build.

A suit has been started at Decatur, Illinois, to prevent the union of Cumberland Presbyterian with the old Presbyterian church.

The Russian council of the empire will favor amnesty and liberal reforms.

Roosevelt has answered Tillman's attack on his course regarding the rate bill. He says he never pledged himself to any provision.

Rev. Dr. Rufus Johnston, John D. Rockefeller's pastor, will become president of the University of Chicago to succeed the late Dr. Harper.

Mrs. Jefferson Davis is slowly sinking.

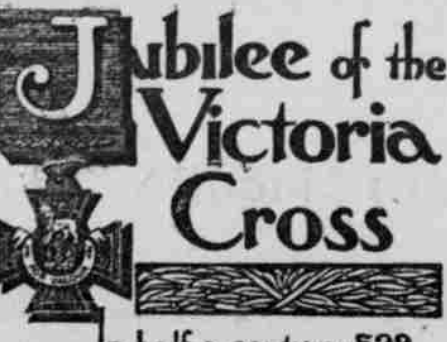
MAN IS A PIGMY.



The convulsion of nature which, with its trail of devouring flame, wiped out a city, sent a thrill of horror around the world. Whenever the hand of civilization has touched there were men and women with blanched faces who scarcely had recovered from the horror of Vesuvius in time to learn of the awful tragedy of the City of the Golden Gate.

Man is a pigmy. He boasts that he has conquered the elements. He has girdled the earth with electricity; he has learned to talk through space; he has sailed the salted seas with great ships; he has proposed to master the air. In his pride he has believed himself more than man. And in the face of the terrors of earthquake, fire, eruptions, it is meet that he should humble himself and realize that in the face of the natural law, the rich and the poor; the high and the low; the weak and the strong, are equal in their utter helplessness.

Man is a pigmy. He is the fly on the window pane; the atom to be rended and torn and crushed as the Power that rules the world for some great purpose, hidden from us all, shall direct. Man is a pigmy.



In half a century 522 heroes who faced death in battle at terrible odds have been decorated by England's monarch

The golden jubilee of the institution of the famous Victoria Cross has recently been observed in Great Britain. The most thrilling romances fall to equal the true stories of how the cross has been won. To the present 522 awards to officers and men in the various branches of the military and naval services have been made. It is perhaps the only personal decoration in the world that has been awarded to dead heroes, for it is a matter of record that in a dozen cases, at least, the inspiring cross has been won at the cost of life itself. In such instances the hero is gazetted and the cross is given to his family.

There is little to admire in the decoration itself. Its very plainness and simplicity, however, seem compatible with the modest heroism it signifies. The cross measures one and one-fifth inches square, weighs about 434 grains and is of bronze, being cast from cannon captured by the British at Sebastopol. It is attached by a V to a bar, upon which is a sprig of laurel. On the obverse side the royal crown, surmounted by a lion, occupies the center, with a scroll underneath bearing the words, "For Valour." The reverse is quite plain, with an indented circle in the center, in which the date or dates of the act of bravery are engraved. At the back of the bar is the name of the recipient, and the whole is suspended by a ribbon—blue for the navy, red for the army. The warrant establishing the decoration authorizes a bar to be attached to the ribbon for any further act of conspicuous bravery on the part of the owner of the cross, but, it is stated, no such bar has ever yet been issued. It might be of interest to note that the intrinsic value of the little badge is said to be four pence halfpenny, or about nine cents.

At the time Queen Victoria founded the decoration by her royal warrant of Jan. 29, 1856, the Crimean war was being fought with much tenacity. The poet laureate, Tennyson, had made famous the charge at Balaklava in his memorable dramatic stanzas. The dispatches from the front related in official language many deeds of signal bravery under terrific fire both in the army and navy. The Queen's warrant relates that "taking into our royal consideration that there exists no means of adequately rewarding the individual gallant services either of officers of the lower grades in our naval and military service, or of warrant and petty officers, seamen and marines in our navy, and noncommissioned officers and soldiers in our army," etc, the new decoration is instituted.

The Victoria cross is, as may be noticed, an exceedingly democratic institution. It is practically open to every Briton who, while fighting enemies of

the Crown, displays distinguished bravery and heroism. The private may obtain it as well as the commander of a regiment; it has been awarded to a stoker on a British ironclad. Several fear admirals today wear the little Maltese cross on their breast, and three field marshals in the British army are proud of the dull decoration, which is conspicuous even among the jeweled orders and dazzling decorations of greater pretensions which give an air of distinction to their wearers on full-dress occasions.

To the private soldier, sailor and non-commissioned officer of both services who wins the cross there is substantial benefit, as well as glorious distinction. A special pension of ten pounds, or about \$50 a year, accompanies the award, and if the wearer of a Victoria Cross becomes incapacitated by reason of illness or age he may draw a special pension of fifty pounds or about \$250. Of the 522 officers and men who have been decorated with the cross, some 200 odd are alive.

HOW TO TELL A BAD RAIL.

Metallurgists May Now Find Defects by Aid of Microscope.

In his article on the anatomy of a steel rail in Harper's Magazine H. C. Boynton tells of the way in which defects in steel rails are discovered by the use of the microscope. "How then," says the layman, "can you tell if that was a good or a bad rail?" Then comes the microscope, that simple instrument which has revealed so many wonders. It now permits the metallurgist to study the anatomy of so apparently lifeless a thing as a piece of steel.

With a vertical illuminator or kind of reflector which takes the light rays from any source and bends them through a right angle, and then permits the observer to look through it down on to the polished surface of metal—equipped with such a reflector attached to an ordinary microscope and with a number of different lenses called objectives and eyepieces, the metallurgist can look at his piece of rail under a linear magnification of forty to a thousand diameters. This means that if a spot measuring one-hundredth of an inch across be magnified 100 diameters, the original spot would appear to the eye of the observer one inch in diameter.

Can you conceive of anything in that rail that could escape the trained eye when under a magnification of 1,000 diameters? It would have to be more elusive than the tiny germs which medical men look for as the cause of most of our contagious diseases, than the 500,000 bacteria in a cubic centimeter of the ordinary milk we drink.

A Minor Gift of Beauty.

A man may be as unattractive physically as a gargoyle, but if he possesses personal force and strength of character he will never lack feminine admiration.—London Gentlewoman.

Lectures and Learning.

I have gained nothing whatever from any lecture I ever heard excepting an increased power of forgetting.—Confession by the Head Master of Eton.

When you "talk" about people behind their backs, do you give them a square deal?

When a man makes a bold stand for right, his fool friends try to talk him out of it.