

DOINGS OF OUR NATIONAL BODY OF LAWMAKERS

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 roll call ordered the night before began. Three hundred and forty-seven 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 occurrences 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 preferentials, 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.

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 was, 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.

Jones Wants Experimental Farms.

Washington, Feb. 6.—Representative Jones introduced a bill appropriating \$120,000 to establish and maintain experimental farms in Washington to determine the kind of crops best adapted to various parts of the state. Mr. Jones also secured an order from the Agricultural department for the drainage of 30,000 acres of swamp land in Stevens county. The land, when drained, will be valuable agriculturally.

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 Algeiras 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.

Monday, February 5.

Washington, Feb. 5.—The senate was treated to a sensation today by Patterson, Dem., Colo., who followed up his retirement of last Sturday from the Democratic caucus by introducing a resolution in effect declaring the action of the caucus to have been contrary to the constitution of the United States.

Gallinger succeeded during the day in securing the fixing of a date for voting on the shipping bill, the hour named being Wednesday at 3 p. m.

Several bills were passed during the day and Teller made a speech in opposition to the shipping bill. Foraker announced that he had no intention of attempting to delay action on the statehood bill, which he opposed.

Washington, Feb. 5.—Considerable fault was found with the railroad rate bill in the house today, considering the fact that it is a measure of both parties.

Littlefield, of Maine, and Grosvenor, of Ohio, both spoke against the bill. Ten other speeches were made, all of them by members who will vote for the bill, but some of whom would like an opportunity to amend it. Gaines, of Tennessee, has an anti-pass amendment which he will bring forward at the proper time.

At the conclusion of the day Hepburn, in charge of the measure, said it looked now as though debate would conclude at 3 o'clock Wednesday. The reading of the bill will begin at once, and he thinks it can be concluded, all proposed amendments disposed of and the bill passed that day before adjournment.

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.

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.

As the bill stands now, it requires applicants to file their application for final citizenship papers 90 days before the hearing; provides that the court order shall not issue until 30 days after the hearing and allows appeals from court orders.

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.

Call on Venezuela to Pay.

Washington, Feb. 5.—W. J. Calhoun, the president's special commissioner in the asphalt controversy with Venezuela, has arrived in Washington, and today called at the State department to consult with Secretary Root in relation to the presentation of facts in his official report. The decision of the president again to demand of the Venezuelan government a settlement of at least a part of the asphalt company's claims, it is said, marks the refusal of the State department to accept the Venezuelan contention.

Townsites on Irrigated Land.

Washington, Feb. 5.—The senate irrigation committee today ordered a favorable report on Senator Heyburn's bill providing for the segregation of 160 acre townsites on government irrigation tracts and requiring the secretary of the interior to sell water rights in such towns for municipal and domestic purposes, such water rights to be bought and controlled by the towns. The bill also authorizes the sale of water in towns for power purposes.

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 Tebang 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 proselyting 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 Heiszonikoff, the military governor of Chita, has been relieved of his post for inaction."

Irrigation Congress Dates.

Boise, Idaho, Feb. 9.—Tuesday at a joint meeting of the directors of the chamber of commerce and the Commercial club, it was decided that the dates for the meeting of the National Irrigation congress should be 8 September 10 to 15. This action is subject to the ratification of the executive committee of the congress, but it is customary to ratify the choice of the people where the congress is to be held in the matter of dates.

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.

LET CONTRACT, SAYS WALLACE

His Plan to Save Needless Red Tape in Canal Work.

Panama Railroad a Test of Government Ownership—Gives Cromwell a Shot—Counts Him Among the Bosses Over Work—Says Stevens Earns His Salary.

Washington, Feb. 8.—John F. Wallace, ex-chief engineer of the Isthmian Canal commission, today concluded his testimony before the senate canal committee, except in relation to the type of canal, which will be taken up after the reports of the board of consulting engineers have been made public. He said the red tape necessary to the system involved in governmental work compelled him to favor the contract plan of building the canal in order to expedite its completion. He thought the man in charge of the work on the isthmus should be the undisputed head, with the governor of the zone second and the man who has charge of the procuring of supplies and men third in authority.

The present arrangements, he said, amounted to a chain of masters with the chairman of the commission an executive commissioner, Mr. Cromwell, Secretary Taft and the president, grading down to Mr. Stevens, or the man in actual charge of operations on the isthmus. He said Mr. Cromwell had been included as one of the masters, for the reason that he seemed to have certain undisputed influence which entitled him to be classed in the chain.

Headquarters of the commission should be on the isthmus, Mr. Wallace said, and the harder the communication with Washington the less the work would be retarded. He thought the engineer in charge was not paid an excessive salary.

Senator Morgan suggested Mr. Stevens was receiving as much as all of the senators on the committee, and Mr. Wallace replied: "Yes; I presume he earns it."

Discussing rates on the Panama railroad, he thought there should be no classification of freight in the schedules, but that a charge of \$2 a ton should be made. Continuing he said:

"If this government cannot deal with the rates on that little railroad in a satisfactory manner, it had better leave the railroad systems of the United States alone."

MAKE IT THOROUGH.

President's Orders for Inquiry About Wreck of Valencia.

Washington, Feb. 8.—Formal directions were issued today by President Roosevelt for an investigation of the Valencia disaster, which occurred recently upon the North Pacific coast. The instructions are contained in a letter to Secretary Metcalf, of the department of Commerce and Labor. President Roosevelt's letter follows:

"You are hereby directed to instruct Lawrence O. Murray, assistant secretary of commerce and labor, and Herbert Knox Smith, deputy commissioner of corporations, as well as Captain William T. Burwell, United States navy, who will be detailed for service in your department, to proceed to Seattle, Wash., and there make thorough and complete investigation of all the circumstances attending the wreck of the steamer Valencia and the case or cases thereof, and any misconduct, negligence or dereliction of duty upon the part of anyone related thereto and having any bearing upon the loss of life occasioned by said disaster; and also, as you may direct, to investigate such other matters bearing upon the safety of traffic in navigable waters of the United States in that vicinity and the effectiveness and efficiency of the present aids to navigation along said waters; and to make full report thereon, with recommendations for such departmental or legislative action as may be indicated by said report and findings."

Steamer Portland Floated.

Seattle, Feb. 8.—The steamer Portland, which went ashore on Spire island last December and was abandoned by her crew, will be able to come from Ketchikan by her own steam. After the Seattle Commercial company had abandoned the Portland the underwriters sent Captain Gibbs north with the steamer Samson and wrecking apparatus to float her. He managed to get the boat off the rocks and tow her into Ketchikan. Temporary repairs were made and the steamer is now able to start south under convoy of the Samson.

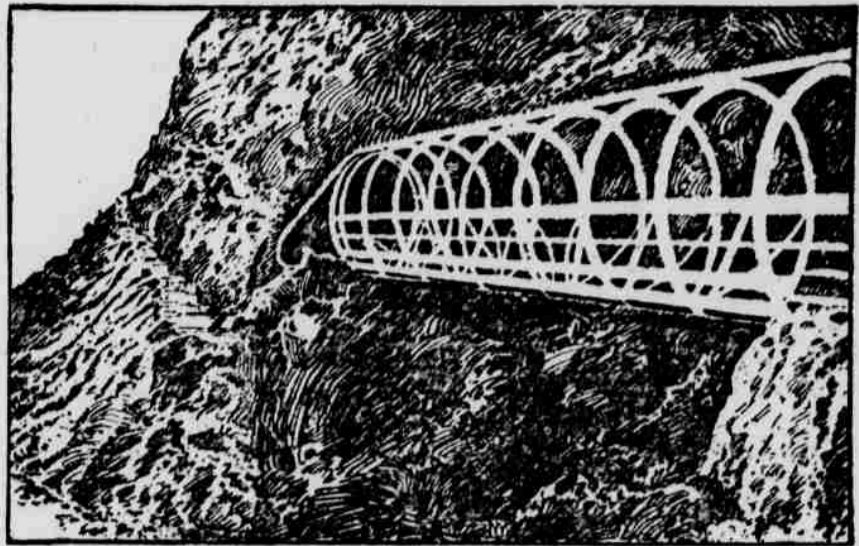
Burlington Denies Charges.

Chicago, Feb. 8.—Plea of not guilty to charges of granting illegal rebates were entered today before Judge Bethia by representatives of the Chicago, Burlington & Quincy railroad company. The indictment was based upon the charge of granting illegal rebate to the United States Steel Products Exporting company, one of the subsidiary companies of the United States Steel corporation. Judge Bethia accepted the plea.

Agree on Customs Duties.

Algiers, Feb. 8.—The delegates to the Moroccan conference today discussed the customs duties of Morocco and settled a number of details referring to various articles, but postponed deciding the question of increasing the general rate to 12½ per cent ad valorem. Morocco's request to make tobacco a state monopoly was approved.

A CURIOUS BRIDGE IN IRELAND.



The interesting structure shown in the picture spans a ravine on the Irish coast near Belfast. The north coast of the Emerald Isle is very broken, and in many places the public highways are maintained with the greatest difficulty on account of the winter freshets. So many ordinary bridges have been carried away by the storms that much ingenuity has been exercised in order to secure permanence. One of the latest is this skeleton structure of steel hoops firmly secured at both ends with anchors of the same metal.

ROSE FROM POVERTY.

H. H. Rogers, Standard Oil Magnate, Was Once a Newsboy.

Henry H. Rogers, "the piston rod of the Standard Oil engine," rose to his present commanding position in the world of finance from the work of a newsboy in the village of New Bedford, Mass. But there were members of his family in the town of Fairhaven, Conn., where he was born, who needed his help and he found a job as delivery boy in a grocery at \$3 a week and board. He sent the \$3 home and after five years of service became head clerk. To this day he recounts to his intimates his rise to a salary of \$8 a week as the proudest achievement of his life.

New Bedford at that time, for Henry H. Rogers is now nearly 70 years old, was the home port for fleets of American whalers and the sperm oil traffic was large, kerosene being unknown. Young Rogers knocked about the whalers and oil refineries with his eyes open and with an increasing appreciation of the commercial value of oil. Then came the discovery of coal oil in Pennsylvania, an event that instantly took the life out of the sperm oil industry. Rogers joined the rush to the oil fields and found profitable employment. Here he began to give evidence of the genius for organization and executive ability that carried him to his present position, where he may defy States with impunity. With astonishing grasp of the possibilities of the oil trade he proposed to the big operators one plan after another for the saving and marketing of the products of the wells, and many of these ideas were adopted.

Mr. Rogers has not been known as one of the nation's very rich men who have gone in for any special form of charity or philanthropic work. His sentimental fondness for the town of his birth, however, has been evidenced by his lavish expenditure of money for Fairhaven. Fifteen years ago he began to make Fairhaven famous by donating a school house costing \$100,000. Two years later his children, three daughters and a son, built a library as a memorial to a sister, stocked it with books, statues, pictures, and endowed

self free from all scandals, notably that of Panama, which tarnished the reputations of so many public men in France. On the other hand, he is without any striking individuality, conveys the idea of lack of backbone, and has offered a number of people by his weakness for the pomp and ceremony of office and for aristocratic associations. He will probably be an entirely passive executive of the will of the Chambers of the National Legislature. He is terribly fat, not particularly decorative, and will in his fondness for the trappings of his high estate at the Elysee Palace recall many of the amusing idiosyncrasies of poor Felix Faure.

Some years ago in Alabama one of the most talented lawyers practicing in the South was the late Colonel Bragg, but he had a peppery temper. Not only did Colonel Bragg's disposition involve him from time to time in serious differences with his colleagues but it also led him to break off amicable relations with a Judge Robinson, a most estimable jurist, who, while presiding over a suit in which Bragg was interested, had by his decision incurred the resentment of the advocate. So for a long time the colonel declined even to speak to the judge, save when it was absolutely necessary in the course of business.

Finally, however, his better nature getting the upper hand, Colonel Bragg determined to apologize to Judge Robinson and endeavor to effect a renewal of their former comparatively pleasant relations. Meeting the judge one afternoon on the steps of the State house, he impulsively thrust out his hand and said:

"See here, judge, let's be friends again. This thing has gone on long enough."

"Why—er, Bragg," asked the judge in the meekest and mildest way imaginable, "what's the matter?"

"Simply this, judge," continued the fiery Bragg, "I admire you so immensely that I cannot for my life be content to remain on bad terms any longer. I felt that I must speak to you."

"Why—er, Bragg," piped the judge in the thinnest of voices, a well-feigned look of astonishment on his face, "why—er, Bragg, haven't you been speaking to me?"

At this the lawyer smiled.—Lippincott's.

Ticklish Subject.

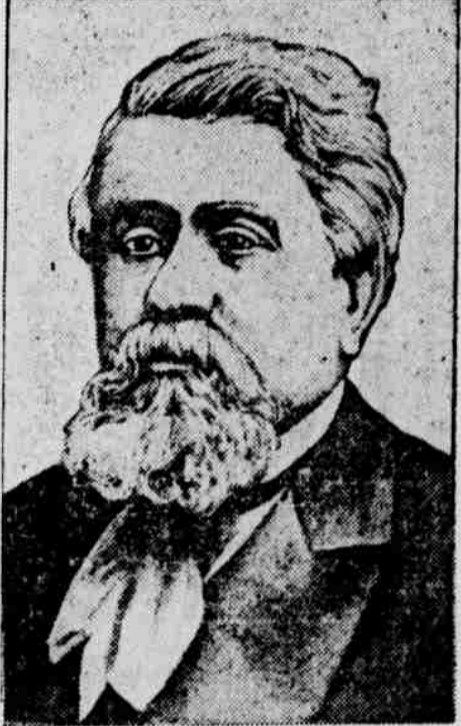
"I like to call on Miss Elderleigh." "For goodness' sake, why?" "Because she never bores me talking about things that happened when she was a little girl."—Cleveland Leader.

Two of life's urgent requisites are good health and a little more money.

PRESIDENT OF FRANCE.

Grandson of a Blacksmith Now Head of Republic.

M. Fallieres, the man who was elected President of France to succeed M. Loubet, is of extremely humble origin. His father was a magistrate's clerk and his grandfather a blacksmith, whose forge and cottage, propped up against the walls of the Cathedral of Mezzin, have only recently disappeared. Fallieres, who has been President of the Senate, has a stainless political record. He has managed to keep him-



M. FALLIERES.

ONE ON COLONEL BRAGG.

Judge Robinson Uses the Retort Courteous in Making up Quarrel.

Some years ago in Alabama one of the most talented lawyers practicing in the South was the late Colonel Bragg, but he had a peppery temper. Not only did Colonel Bragg's disposition involve him from time to time in serious differences with his colleagues but it also led him to break off amicable relations with a Judge Robinson, a most estimable jurist, who, while presiding over a suit in which Bragg was interested, had by his decision incurred the resentment of the advocate. So for a long time the colonel declined even to speak to the judge, save when it was absolutely necessary in the course of business.

Finally, however, his better nature getting the upper hand, Colonel Bragg determined to apologize to Judge Robinson and endeavor to effect a renewal of their former comparatively pleasant relations. Meeting the judge one afternoon on the steps of the State house, he impulsively thrust out his hand and said:

"See here, judge, let's be friends again. This thing has gone on long enough."

"Why—er, Bragg," asked the judge in the meekest and mildest way imaginable, "what's the matter?"

"Simply this, judge," continued the fiery Bragg, "I admire you so immensely that I cannot for my life be content to remain on bad terms any longer. I felt that I must speak to you."

"Why—er, Bragg," piped the judge in the thinnest of voices, a well-feigned look of astonishment on his face, "why—er, Bragg, haven't you been speaking to me?"

At this the lawyer smiled.—Lippincott's.

Ticklish Subject.

"I like to call on Miss Elderleigh." "For goodness' sake, why?" "Because she never bores me talking about things that happened when she was a little girl."—Cleveland Leader.

Two of life's urgent requisites are good health and a little more money.



H. H. ROGERS.