

# DOINGS OF OUR NATIONAL BODY OF LAWMAKERS

Friday, March 10.

Washington, March 10.—For an instant in the house today there was a lapse in the vigilance of those who have been on guard to prevent legislation which would take away the rank of lieutenant general in the army, and the chances of Generals Corbin and MacArthur for promotion. Prince, of Illinois whose bill abolishing the grade in question is the regular order of business under call of committees, slipped into the legislative breach. There was an immediate call to arms on both sides, and for three hours the friends of the general filibustered against the bill.

The net result was that the previous question is ordered on the bill and an amendment is pending, having been offered by Grosvenor, of Ohio, which extends the time of the operation of the bill so as to allow the promotion of the two officers named. On this amendment the house was voting, but without a quorum, when adjournment was had until Monday, when the vote will be completed. At present it stands 78 ayes and 83 noes on the amendment.

Previous to this, the first real filibuster of the session, there had been four hours of debate on the legislative bill. Shackelford opened the program with a severe criticism of Speaker Cannon, which he was not allowed to finish. Then followed a somewhat lively debate on the appropriation bill.

Thursday, March 15.

Washington, March 15.—Williams occupied the last few minutes of today's session of the house, which was shortened on account of the Republican statehood caucus, in a sarcastic speech on the division among his opponents on the statehood bill. He declared that a reference of the bill to a committee before the house had had an opportunity to vote on the senate amendments "would be the most high-handed tyranny that ever took place from the speaker's chair."

The Townsend resolution, conferring additional power on the Interstate Commerce commission to make the special investigation authorized in the Tillman-Gillespie resolution, regarding the relation between certain railroads and the coal and oil industries, was passed.

Washington, March 15.—The senate today continued consideration of the railroad rate question by listening to the reading of a report on that measure by Tillman. His report was read at the request of Aldrich, who said he was curious to hear the opinion of the South Carolina senator. Brief attention was called to the message of the president transmitting the letter of the secretary of War relative to the recent Moro battle. Bacon spoke of the killing of the Moros as "slaughter," and Lodge deprecated criticism until the facts should be known. The house resolution giving the Interstate Commerce commission authority to administer oaths in connection with its investigation of charges of discrimination made against railroads was adopted without resorting to the formality of requiring its reference to committee.

Wednesday, March 14.

Washington, March 14.—The railroad rate bill today reached the controversial stage in the senate. The question came up in the regular order of business shortly before 2 o'clock and held the floor until the doors were closed for a brief executive session shortly after 5 o'clock. Rayner was the chief speaker of the day. Among the senators who were aroused by him were Foraker, Lodge and Oliver. Both the Ohio and the Massachusetts senators took exception to Rayner's contention that the railroads have interfered with the framing of the bill and Foraker also expressed himself as dissatisfied with the intimation that the railroads are represented on the floor of the senate.

Warren addressed the senate on the bill extending from 28 to 36 hours the time during which livestock in transit on railroad trains may be confined without change, saying that the measure was in the interest of humanitarianism and should be passed. He said that the extension of time was to be made only upon the request of shippers, and that it would not work a hardship on either owners or their stock.

Washington, March 14.—The second

Smoot Case Next Month.

Washington, March 13.—The Smoot case is apt to be brought before the senate early in April, and will continue to be the foremost topic of discussion in that body for the better part of a month, of leaders of the anti-Smoot campaign are to be relied upon. Before the present congress assembled, it was understood that the case would be reported early in January, but the anti-Smoot people had some additional witnesses to produce, and then Senator Smoot wanted some of his friends to appear.

Doubles Experiment Station Gift.

Washington, March 13.—The senate this evening passed the bill which passed the house February 15, providing for an increased annual appropriation for agricultural experiment stations of \$5,000 for the present year, and by an additional sum of \$2,000 per year for five years, the annual amount to be paid thereafter to each state and territory maintaining such agricultural station to be \$30,000, which is double the present appropriation.

day of general debate on the legislative bill developed limited discussion of the retirement of aged clerks interspersed with a speech on statehood by Babcock, of Wisconsin, one on the restriction of immigration by Gardner, of Massachusetts, and a presentation of reasons why the jurisdiction of Federal courts should be restricted in certain cases where it was acquired because of the citizenship of the litigants being in different states.

Babcock said the house bill was one of the greatest legislative outrages ever enacted; that the senate had properly amended the bill, and he favored the senate amendments. Babcock dwelt at length on the reasons why Arizona and New Mexico should not be united as one state.

Tuesday, March 13.

Washington, March 13.—Before taking up the railroad question today, the senate passed a number of bills, some of which were of considerable importance. One of them provides for the punishment of government officials for the premature divulgence of secret information of government bureaus in such matters as crop reports; another grants executive authority in the matter of construction of bridges over navigable streams, and still another gives congressional sanction to the effort on the part of Delaware and New Jersey to adjust their long pending boundary dispute.

Washington, March 13.—The house devoted itself to general debate on the legislative appropriation bill. Littauer, of New York, and Livingston, of Georgia, representing the Republican and Democratic views, concurred on the question that something must be done in the way of reorganizing the government service. Marshall, of North Dakota, gave his voice to the proposition of free alcohol; Hayes, of California, spoke in behalf of restricted Japanese and Korean immigration and Bennett, of New York, defended his city in relation to the class of foreigners who make New York city their home.

The bill carries a total appropriation of \$29,134,181.

Monday, March 12.

Washington, March 12.—There was a sharp division of opinion in the senate today over the question whether the Tillman-Gillespie resolution instructing the Interstate Commerce commission to inquire into the railroad holdings of coal and oil lands justified the president's message regarding it. Tillman complained that the president had charged congress with insincerity, pretense and ignorance. Lodge and Spooner took the position that the charge of ignorance was warranted.

The debate was interrupted at 2 o'clock, when Culberson was recognized to speak on the railroad rate bill. He read a section of his bill to create emergency powers for the Interstate Commerce commission, which he will offer as a substitute for the pending measure.

Foraker took issue with Culberson when he declared congress itself had construed the commerce clause of the constitution as giving it power to fix rates, by granting a Federal charter to the Union Pacific railway. In that act it reserved this power, and it acted under the commerce clause in that legislation. This Foraker contended should not be so held.

Washington, March 12.—Carrying out the recommendation of the commission that investigated the wreck of the Valencia, Senator Piles and Representative Humphrey today introduced a bill authorizing the construction of an ocean-going tug for use on the North Pacific coast from the entrance of Puget sound southward along the coast of Oregon. This tug is to be designed primarily for use in times of emergency, such as shipwreck, and intended to be otherwise useful in caring for life and property along the north coast.

No specific appropriation is made by the bill, the size of the appropriation to be determined by a committee, but it is stipulated that the vessel shall be built under the direction of the secretary of the treasury, and shall be controlled by the revenue cutter service. Her crew shall include skilled men detailed from the life-saving service.

Senator Piles also introduced a bill authorizing the establishment of three life-saving stations on the Washington coast between Gray's Harbor and Cape Flattery.

Report on Employers' Liability Bill.

Washington, March 12.—The house committee on judiciary decided today to make a favorable report on the Bates Employers' Liability bill, in amended form. Representative Sterling, of Illinois, will draw the report. Under the bill a railroad is made liable to an employee, his wife, children or dependent relatives, "for all damages which may result from the negligence of any of its officers, agents or employees or by reason of any defect or insufficiency due to its negligence in its cars, engines, appliances, track, roadbed or works."

Allot Colville Reserve.

Washington, March 12.—There is every reason to believe that congress will pass the bill now pending before both houses authorizing the opening to settlement of the unallotted lands of the south half of the Colville Indian reservation. A bill for this purpose was passed in the last congress, but was handicapped by a provision that the Colvilles should be paid \$1,500,000 for land which they had previously relinquished in the north half.

ACT ON JETTY BILL.

House Rivers and Harbors Committee Will Soon Meet.

Washington, March 16.—Chairman Burton, of the house rivers and harbors committee, said he would call a meeting of his committee at an early day to consider Senator Fulton's will appropriating \$400,000 for work on the jetty at the mouth of the Columbia river. The committee is due to arrive here from its southern trip by Saturday or Sunday and it is probable the meeting will be held some time next week.

If it shall be the opinion of the committee that this separate bill should be presented to the house and pressed on its merits, the bill will be reported without amendment. There is every reason to believe that the committee will favor the appropriation of \$400,000 inasmuch as the chief of engineers and secretary of War have both stated that this amount is absolutely necessary to preserve the jetty work from destruction and have specifically stated that any less amount will not answer.

There is a report that the members of the house committee may favor enlarging the Fulton bill by adding provision for three or four other emergency projects, so as to make it virtually an emergency river and harbor bill, such as was suggested earlier in the session. This is not certain, however, as the committee has had no meeting this session, and its sentiments cannot be accurately ascertained. If the bill can be so amended without making it a general river and harbor bill, its chances of passing the house will be brighter than would the bill making an appropriation for the Columbia river alone.

CONSTITUTION FOR CHINA.

Commissioners Predict This as Result of Study of America.

New York, March 16.—Prince Tsai Tse, High Commissioner Shang Chi Heng and Li Cheng To, envoys of the emperor of China, their secretaries and attaches, sailed on the White Star liner Baltic today to continue their investigations in England, France and Belgium. The prince said last night:

"I have greatly enjoyed my visit to this country, and the uniform courtesy that has been accorded me, including the reception by President Roosevelt, has deeply impressed me with the friendly attitude of the American people. I believe that such contact makes for a better understanding and must bring benefit to both of our peoples."

That China will soon have a constitutional government is the opinion of some of the commissioners. Announcement of this belief was made by one of the secretaries of the commission just before the Baltic sailed. It followed a brief conference between all members of the party.

"We have been making a comprehensive study of the political situation in this country," he said, "and have seen the application of your laws and the workings of the governing bodies. I believe that China will soon have a constitutional government. It will probably be modeled much on the lines of the British constitution, but will contain some of the good features of your own constitution."

WRECK KILLS 150 PEOPLE.

Head-On Collision of Fast Passenger Trains in Colorado.

Pueblo, Colo., March 16.—No. 1, southbound, and No. 3, northbound, passenger trains on the Denver & Rio Grande railroad collided head on near Portland, Colo., shortly after midnight, and it is reported at least 50 persons are killed and a large number injured. Relief trains have been ordered from Pueblo and Florence. At this hour details are unobtainable.

Meager but authentic information from several sources states that the number killed in the collision will reach 150. The coaches caught fire and most of the victims were roasted to death.

Money for Guns and Powder.

Washington, March 16.—The senate committee on appropriations today completed the fortifications bill, and it was reported by Senator Perkins. It carries appropriations aggregating \$5,618,993, an increase of \$780,000 over the amount appropriated by the house bill. The increases are: For mountain, field and siege cannon and equipment and machinery for their manufacture at arsenals, \$290,000; for the erection and equipment of a powder factory and one sea-coast cannon, equipment and machinery for their manufacture, \$365,000.

Did They Steal Money?

New York, March 16.—The grand jury which is investigating evidence in the insurance matter submitted by District Attorney Jerome is at sea as to whether a political assessment by a director of a corporation constitutes the crime of larceny. The members of the jury questioned Mr. Jerome on the matter and at his suggestion the matter was placed before Judge O'Sullivan, of the Court of General Sessions, who will render an opinion next week.

Will Nationalize Railroads.

Tokio, March 16.—The parliamentary majority in favor of nationalization of railways is reported to be increasing and there seems to be little doubt the project will be carried through. Work on the elevated railroad in Tokio, suspended during the war, has been resumed. Japan and Russia are planning to exchange imperial envoys to signify the restoration of peace.

# BLAMES ALL ON FRANCE

Germany Denies Responsibility for Moroccan Failure.

Kaiser's Spokesman Says He Will Yield No More, and Rejection by France of Latest Term Was Surprise—Delegates' Hands Tied and Conference at Standstill.

Berlin, March 15.—German faith in an amicable settlement of the Moroccan tangle has given way to hopelessness. A spokesman for the government today admitted that the situation has reverted to a critical point, with diminishing prospects of agreement.

When your correspondent on March 5 cabled that harmony was in sight, he reflected the firm confidence of the Kaiser and Prince von Buelow that a settlement was only a matter of hours. France's refusal to regard the German concessions as adequate surprised the Berlin authorities, who now insist that handing over police control of Casa Blanca, which is one of the seaports of Morocco, to the neutral powers is the German irreducible minimum.

The Foreign office's conception of the position of affairs at this hour is that matters are where they were before, except it is "plainer than ever that, if the conference breaks up, the blame will belong to France, and to France alone."

Cannot Move Step Forward.

Algiers, March 15.—The Moroccan conference has reached a peculiar stage. It is completely helpless to solve the deadlock which has arisen over the remaining details of the police and bank questions.

The sessions are temporarily suspended without knowing when they will be resumed. The French and German delegates are bound by their instructions, and therefore are unable to make any further concessions, and the conference, not having judicial or executive powers, cannot settle the differences by a majority.

The neutral delegates who have heretofore sought to secure an agreement between the parties which the conference could unanimously confirm, now recognize that if the conference is left to itself, it is incapable of getting out of the present difficulty, and it remains for the governments themselves to intervene for the purpose of reaching an agreement.

TO CHANGE EXCLUSION LAW.

Representatives of Commerce Give Opinion to House Committee.

Washington, March 15.—John Ford, secretary of the American Asiatic association, and representatives of commercial interests in prominent cities of the United States, appeared before the house committee on foreign affairs today in support of the Foster bill to amend the Chinese exclusion act in such manner that high class Chinese may be admitted at less inconvenience. Mr. Ford discussed the section of the president's message recommending modification of the exclusion act.

"There is nothing radical about the changes the president proposes," said Mr. Ford. "The president's simple remedy is to define the excluded class of Chinamen and let all others enter after due consideration by the consular officers of the United States at the port of departure in China, and bearing certificates duly vided by the officers."

D. A. Tompkins, of Charlotte, N. C., representing the National association of Manufacturers, said his associates had no desire to admit Chinese coolies. He said class distinctions were made in China and must be recognized by the United States. The coolie was so easily recognized that it was desirable for this country to say that all Chinese but the coolies may enter our ports. He urged that there was no desire among manufacturers to bring Chinese laborers here to compete with American labor, for, he said, intelligent labor, using improved machinery, excels Chinese cheap labor.

Utah Roads Demoralized.

Salt Lake City, March 15.—Railway traffic both north and south from Salt Lake has been badly demoralized. Trains from the north on the Oregon Short Line are 10 to 20 hours late. The train from Portland due at 7:40 last night did not arrive until this forenoon. Drifted sand along the Columbia river and snowdrifts near Weiser, Idaho have caused most of the delay. Trains from Los Angeles on the Salt Lake route are detained by washouts. No trains have passed this point since Tuesday night.

Relieve Settlers on Railroad Land.

Washington, March 15.—The house committee on public lands today favorably reported a bill permitting settlers along the Northern Pacific railroad between Portland and Wallula to retain their land wherever they come within the conflicting grant to the railroad, the railroad being authorized to make selection of an equal area of land elsewhere in lieu of that which passes to the settlers. The bill is indorsed by the Interior department.

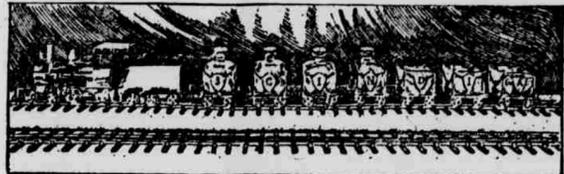
Vote to Seat Hawaiian Delegate.

Washington, March 15.—By unanimous vote, the house committee on elections No. 3 decided today to recommend the seating of Delegate Kai-i-nanole, of Hawaii, whose seat was contested on the ground of fraudulent election methods.

INGENIOUS ENTERTAINMENT IN INDIA.



CENTERPIECE THAT CONCEALED THE MAHARAJAH'S DINING TABLE RAILWAY.



THE MODEL TRAIN WITH DECANTER AND CIGAR TRUCKS.

At the Maharajah of Gwalior's banquet to the Prince of Wales the center of the table was occupied by a sort of temple. It was decorated with flowers and electric lamps. Towards the close of the banquet this ornament was raised to the roof by pulleys, revealing a perfect model railway in the center of the table. The engine was an exact copy of the Gwalior light-railway locomotive, and the train, eight feet long, carried decanters, cigars, cigarettes, and matches. The Maharajah started the train by completing an electric circuit, and any guest could stop the train by lifting the decanter. By an ingenious system of compensating bogies the train could turn a four-foot curve. Each truck bore one of the letters of the Maharajah's name, Scindia.

ALFONSO AND HIS BRIDE.

The King of Spain to Be Married to a British Maiden.

While the people of the United States have been taking a deep interest in the courtship and marriage of Alice Roosevelt, daughter of our chief magistrate, to Representative Nicholas Longworth of Ohio, the nations of Europe, more especially Spain and Great Britain, have been watching a royal courtship which is soon to result in an international marriage.

After casting his eyes over Europe and disappointing several match-making mamas of royal families, the young King of Spain has finally fallen as deeply in love as wearers of crowns ever do. His choice is Princess Ena

sea level. The new scheme consists of a combination of the fundamental principles of the ordinary aerial cableway, now so much used in constructive engineering for the transport of materials, and of the elevated mono-railway, best exemplified in the line between Barmen and Elberfeld, in Germany. In the latter a car is suspended from a single rail supported by a system of girders, while in the new Swiss railway, instead of a rail, a stout steel cable will be stretched from station to station, and from this will be suspended by its running gear a car or cage for the passengers. Each car will contain ten passengers, and be of the lightest possible construction. The line will run from the Grindel-



KING ALFONSO OF SPAIN AND HIS BRITISH BRIDE-ELECT.

of Battenberg, niece of King Edward of Great Britain.

Alfonso XIII. will be 20 years old next May. He was born six months after the death of his father. With his first breath he was a King, but his mother ruled in his name till he was 17. Since then he has been a really, truly King.

Princess Ena's full name is Victoria Eugenie Julia Ena. She is 19 years of age and is the daughter of Queen Victoria's youngest daughter, Beatrice. Beatrice was 28 years of age when she married and her aged mother had hoped to keep her as a constant companion. When she married Henry of Battenberg her husband took up his residence in England and lived on an income provided by the British government. Their children have been reared as Britishers. Prince Henry died a victim to the Ashanti expedition to Africa in 1896. The Princess Beatrice, or Batty as the English affectionately call her, is a plump and healthy matron in middle life.

In the picture, which we present, the King of Spain and his future bride are shown side by side, while the mother of the bride-elect stands in the background.

ELECTRIC AERIAL RAILWAY.

A New Departure in Plan to Descend the Wetterhorn.

There is apparently no more attractive field for engineering than the mountains of Switzerland, and the greatest skill and ingenuity have been exercised in the various railways designed to carry tourists to the summits. Recently, says Harper's Weekly, there has been an entirely new departure from existing practice in a plan proposed for ascending the northwestern side of the Wetterhorn, which rises precipitously to an altitude of 7,700 feet above the

wald upper glacier, at about 4,000 feet altitude, up to the Enge station in one lift, a distance of 1,300 feet. This station is of massive masonry and affords an anchorage for the cable. The gradient of the cable for this part of the line is about 80 per cent. This station affords access to a series of fine views, and there is a path along the Enge to the departure station of the second section of the line, which extends to a point at an altitude of 7,761 feet, or a lift of 2,300 feet. The motive power is to be electricity at high tension and part of the installation is already completed. The summit of the Wetterhorn is 12,150 feet above sea level, and from the present studies there is apparently no reason why access to it should not be gained by a series of such railways as the two sections already described. Only once before has the mono-rail system been used on a mountain railway, on Vesuvius in 1880, and this method was supplanted when the line was reconstructed.

A New Theory.

In an uptown school the teacher in one of the lower grades endeavored to instill a little information into her pupils on the subject of horses and their gait, and then asked each of them to prepare a brief essay embodying some of the facts they had just learned. One of the boys thereupon prepared and turned in the following lucid offering:

"Some horses is called paceters. They can run faster 'cause they are bowlegged."—Cleveland Plain Dealer.

It has been decided by the chaperons that the right place for the napkin is across the lap. But how about the men who are so fat they have no lap? Shouldn't there be a special dispensation for them?