

DOINGS OF OUR NATIONAL BODY OF LAWMAKERS

Saturday, April 28.

Washington, April 28.—The Indian appropriation bill was passed by the senate late this afternoon, after an all-day discussion as to the best method for providing for Indians in general and those of the Indian Territory in particular. The bone of contention was the attempt to remove the restrictions for the alienation of land by the allottees of the five civilized tribes. Mr. Warner, of Missouri, offered an amendment to this effect, exempting, however, the fullbloods and minors, and it received the support of Mr. Long, of Kansas, who had made a similar attempt but had failed. The amendment was accepted.

Among the changes made in the measure was the striking out of a committee amendment that provided for the turning over to the Indians of all moneys on deposit to their credit from the sale of timber and lands aggregating several millions.

Washington, April 28.—The tariff discussion started in the house on Thursday afternoon occupied practically all the time of the house today. John Sharp Williams concluded the speech he began Thursday, and consumed the first two hours in a collaboration with Towne of New York, in which Towne read the letters and other articles Williams wanted to include, and Williams, standing beside him, kept up a running fire of interjectory comment, explanation and argument.

Cushman spoke for nearly an hour in defense of the protective tariff system. The agricultural appropriation bill, which is before the house, will come up Monday for amendment and discussion under the five-minute rule.

Friday, April 27.

Washington, April 27.—At the beginning of today's session of the senate a bill amending the existing laws relative to notice of land entries, so as to require that papers in which they are printed shall be in the county or district in which the lands are located, was passed.

Spencer then resumed his speech on the rate bill, again taking up the question of the distinction between judicial power and jurisdiction. Replying to Bailey he said that, owing to the fact that the powers are totally different, it cannot be said that one is greater than the other.

Allison expressed the hope that the discussion of the rate bill would go on, saying that if congress was to finally adjourn before the first of August it was necessary that the debate proceed without delay.

Washington, April 27.—Immediately after the house convened today the emergency appropriation bill calling for \$170,000 for the navy to be expended at San Francisco was passed.

After voting this the house decided to take up the pension calendar. Capron (R. I.) was called to the chair. Mr. Williams said he would object to passing pension bills unless the committee had a chance to vote on each bill. The passing of pensions did not proceed with the usual speed. There were 315 pensions favorably acted on in committee and reported to the house.

At 3 o'clock the house completed the consideration of pension bills, when the tariff revision bill was taken up and general debate resumed.

Wednesday, April 25.

Washington, April 25.—An amendment to the Indian bill for the cession of the lands of the Blackfoot Indians in Montana was accepted by the Senate after being modified. The bill was then laid aside and the message of the President regarding the employment of labor on the Government works in the vicinity of San Francisco was ordered printed.

Flint followed the reading of the message by immediately introducing a bill appropriating \$300,000 for the employment of extra labor in the navy yard at Mare Island.

Tillman made an effort to have a day fixed for a vote on the railroad rate bill, but was again unsuccessful. Spooner gave notice of a speech for tomorrow, and Clarke of Arkansas of a speech on Friday on the same question. A bill was passed amending the law relative to the allotment of land to Indians.

Washington, April 25.—The House today continued consideration of the agricultural appropriation bill. The President's message recommending an appropriation of \$300,000 for Mare Island navy yard was read and referred to the committee on appropriations.

Tuesday, April 24.

Washington, April 24.—The Senate passed bills as follows today: Extending time until 1909 for coast-

Will Confirm Judge.

Washington, April 24.—Judge Wickesham, of Alaska, will probably be confirmed by the Senate before long in the light of the report made in his favor today by the Judiciary Committee. On a vote, Pettus, Kittredge and Blackburn voted with Nelson in opposition, while Clark, of Wyoming, Foraker, Knox, Bacon, Patterson and Culberson voted to confirm. The conference committee today agreed on the Alaska Delegate bill, substituting the Cushman bill for that passed by the Senate, with but slight change from the original.

Seattle Transport Headquarters.

Washington, April 23.—For the time being it is probable that Seattle may be made transport headquarters on the Pacific Coast until the docks and warehouses at San Francisco can be rebuilt. All the stores on hand at San Francisco have been destroyed and there are no facilities for handling troops or supplies. The transport Sherman, now on the way from Honolulu, will be sent to Seattle upon arrival at the Golden Gate.

LOOKING FOR SITES.

San Francisco Wholesalers Want to Begin Business at Once.

San Francisco, April 27.—The first important step toward re-establishing trade relations in San Francisco was taken tonight when the realty men held a hurried consultation with more than fifty important merchants. The object of the meeting was to secure temporary quarters for the wholesalers, six of whom announced they were forced to go into business immediately.

The meeting was called without warning, so the real estate men were not prepared to offer sites. It was decided that the two bodies meet again Saturday morning at 10, to make final arrangements. The realty men discovered that the wholesalers were all ready to move across the bay. The chairman of the meeting, Mr. Triest, announced that the land was offered the wholesalers in Oakland practically free of charge for a period of two years.

Triest asked the real estate men for figures and location sites, saying the wholesalers wanted them immediately. From his manner of expression it would appear that some of the wholesale mer-

Probable Republican Ticket.

Senator, short term, F. W. Mulkey. Senator, long term, Jonathan Bourne. Congressman, First District, W. C. Hawley.

Congressman, Second District, W. R. Ellis.

Treasurer, James Withycombe. Governor, G. A. Steel.

Supreme Judge, Robert Eakin.

Superintendent Public Instruction, J. H. Ackerman.

State Printer, W. S. Duniway.

Attorney-General, A. M. Crawford.

Labor Commissioner, O. P. Hoff.

chants were ready to desert San Francisco and locate in Oakland until such time as at least San Francisco could be rebuilt.

The wholesalers announced their intention to congregate in one district if possible. They preferred the southern part of the city because of the railroad facilities there. When the real estate men mentioned several sites in the vicinity of North Beach the merchants said these would have to receive second call, as they wanted south of Market street, if such a location were at all possible.

The wholesalers said most of their members were willing to be housed under one or two roofs at the present time, and that they could manage with such quarters for at least a year. They then asked the real estate men for figures on buildings. It was impossible for the latter to furnish this data under present conditions, so the wholesalers agreed to wait for a few days for their answer.

The wholesalers announced that six of their members would require at least 100,000 square feet. Before the meeting adjourned others told the realty men that they intended to join with the six in reopening right away, and, in rough figures, it is estimated that the merchants will need at least 1,000,000 square feet of ground space.

SANTA ROSA TO BE REBUILT.

Entire Business Section of City Destroyed by Earthquake.

Santa Rosa, Cal., April 27.—The latest figures show fifty-one dead, sixty-three injured and seven missing, as published in these dispatches.

The entire business section of the town was destroyed and many residences went down. Twenty fires started, but the water supply was unimpaired, and within three hours the flames were under control.

Cut off by the disaster from communication with the rest of the world, Santa Rosa knew nothing of the destruction of San Francisco until the arrival from there of a trainload of nearly 1,000 refugees, begging for help that could not be given, but nearby towns came to the rescue, and after a period of starvation and suffering aid was received.

The courthouse, the new Masonic temple, the new library and the Odd Fellows' building went with the other buildings, but larger and better structures will replace them.

It is the intention of business men at once to begin rebuilding. The savings bank of Santa Rosa occupied a \$40,000 building. Its new one, which will be an office building, will cost \$250,000.

Con Shea, who lost five buildings, worth \$100,000, says that his five new ones will be worth twice that sum.

The same spirit is manifested by all who have been interviewed.

Fissures Open in the Earth.

Oakland, Cal., April 27.—Word comes from the district between Milpitas and Alviso, on the south arm of San Francisco bay, that fissures have opened in the earth, and water is flowing over the surface. The section is known as the Artesian belt, hundreds of wells flowing perennially and supplying means of irrigating large areas. Such wells require capping to restrain the flow under ordinary conditions, and recent disturbance of the earth's surface has released subterranean streams. Roads in this locality are flooded and impassable.

Japanese Offer Hospital Ship.

Washington, April 27.—In response to the offer of the Japanese government to send a hospital ship at top speed to San Francisco, the state department has replied that owing to the rapidity with which the country has come to the relief of the distressed city it may be safely estimated that there will exist no need for the ship by the time she could cross the Pacific. The president stated his appreciation of the spirit which dictated this offer.

Steel People to Rush Orders.

Pittsburg, April 27.—Orders have been issued by the officials of the Carnegie Steel Company making all orders for San Francisco "emergency orders," and giving them precedence. John G. Neale, structural engineer of the Carnegie Company, left last night for San Francisco to take charge of the structural force of the United States Steel Corporation on the Pacific Coast.

CONSTITUTION A MERE FARCE

Russian People Preparing for New Revolutionary Outbreak.

Opposition to Despotism is United by Deprivation of Liberty—Idle Workmen Organize for General Attack on Prisons—Demand That City Give Them Work.

St. Petersburg, April 26.—The political situation has grown threatening. The publication yesterday of the new draft of the "fundamental law" or "constitution" of Russia has aroused a storm of indignation, and amidst the present great distrust of the government's motives has furnished just the stimulus needed to solidify the entire opposition in Parliament. The Reich insists that with the realization of the new Russian law, and under the false conviction that the revolution is suppressed, the government has not hesitated again to show the cloven hoof, not even masking its intention to dissolve Parliament, if it is found to be troublesome.

M. Brichanchinoff, in the Flovo, calls the draft of the "fundamental law" a "mockery" which will be resented by every honest man, be he a member of the "Black Hundred" or a Social Revolutionist, adding that "such a mixture of lies and false logic on the eve of the assembling of the real masters of the country can only tend to push the people to a fresh revolution with its attending conflicts and anarchy. The existing regime seems fated to go down in blood."

The really dangerous element in the situation, however, is not in the attitude of the Liberals but in the possibility of another upheaval from below at the very moment when the intellectual forces of the country have been united. For some time the Social Democrats and other proletarian organizations have been trying to arrange a general uprising to coincide with the convocation of Parliament, but apparently they were making no headway. Now, however, a great movement among the idle workmen of the capital, who number 42,000, has come to the surface, and there is more than a suspicion that this movement is simply the cover for a real uprising which is being organized behind it.

Meetings of men out of work held in the suburbs during the last few nights were attended by orators of the Social Democratic party. A council of men out of work has also sprung into existence like the famous Workmen's Council which directed the big strike of last fall. Proclamations have been issued calling upon all workmen to support the men out of work, who demand that the city within a week shall put them to work upon the construction of new street railroads and bridges, for which \$4,000,000 has been appropriated.

ARMY IN CHARGE.

San Francisco's Hungry Being Fed by Quartermaster's Department.

San Francisco, April 26.—Gradually the National Government is taking over the work of succoring the homeless and foodless thousands of San Francisco and tomorrow the representatives of the United States Army will have charge of the gigantic task of issuing food to all those who remain in the city. This development resulted from the meeting of the executive committee today and the work will be turned over to the United States Quartermaster of this department, who will establish a complete system of issuing rations at all of the 58 stations throughout the city.

This was a day of optimistic reports from all sides. "Conditions improving," was the happy expression from those who had charge of the duties of caring for their less fortunate townsmen during the last few days. In fact the most important duty will hereafter be performed by the United States Army, that of distributing the food and supplies which have been donated most lavishly by the people. The citizens of San Francisco have turned their attention to the details of the reconstruction of their business.

Wants Philippine Traffic.

Washington, April 26.—Senators Fulton and Gearin today received a telegram from the Portland Chamber of Commerce asking that Portland be made the temporary headquarters for shipping supplies to the Philippines, pending the rebuilding of warehouses and docks at San Francisco. The Senators will take the matter up with the Quartermaster-General. The President today sent a message to Congress urging an immediate appropriation for rebuilding the warehouses at San Francisco.

Estimate Insurance Loss.

San Francisco, April 26.—There are 107 companies to share the San Francisco loss. This loss is estimated by the local agents at between \$175,000,000 and \$200,000,000. New York sends word that the insurance men there think the loss will not exceed \$125,000,000. Chicago's loss was \$125,000,000, and three companies defaulted to the amount of \$45,000,000. The loss in Baltimore was paid in full. It amounted to \$35,000,000.

Another \$25,000 for Japan.

Washington, April 26.—Another contribution of \$25,000 from the Christian Herald was received today by the Red Cross for transmission to Japan for the relief of the famine sufferers.

ERUPTIONS OF VESUVIUS.

Volcano Has Long Been a Menace to Nearby Cities.

Previous to the year A. D. 63, Vesuvius was not recognized by the Greeks and Romans as an active volcano. At that time the summit was a large crater, for centuries regarded as totally extinct. The first warning of renewed eruption within historic times was the earthquake of 63. Moderate earthquakes followed at intervals until the disturbance culminated in the great catastrophe of 79, destroying not only Pompeii and Herculaneum, but Stabia, Retina, and Oplontium.

Of the succession of ancient eruptions which followed that depicted by Bulwer, the most severe fell in 203, 472, 512, and 903. The first recorded discharge of lava since the last days of Pompeii occurred in 1030, or thirty years before the Normans conquered England.

The first great modern eruption was that of 1631, eleven years after the Pilgrim fathers landed on Plymouth rock. For a long time before this outburst the peaceful crater had become so overgrown with vegetation that it offered a jungle for wild boars, while cattle grazed on the slopes a little below. But a sudden tidal wave of lava, utterly unexpected, engulfed 18,000 people, many of the coast towns being wholly and the remainder partially wiped out.

Another outburst in 1676 was remarkable for having thrown a perpendicular stream of lava high in the air. From scattering eruptions in ancient, medieval, and early modern times the outbursts had increased to nine in the

neath this seething stream. Two dead bodies were picked up and eleven victims found still alive.

Since 1879 Vesuvius has been variously active, there being two eruptions of note in 1900; two others in 1902. But that of the present autumn has been more violent than any since 1872. Red hot stones hurled 1,000 feet above the cone have dropped down the flanks of the mountain with deafening sound. One stone thrown out weighed two tons, while 1,844 violent explosions have been recorded in a single day by the instruments of the seismic observatory.

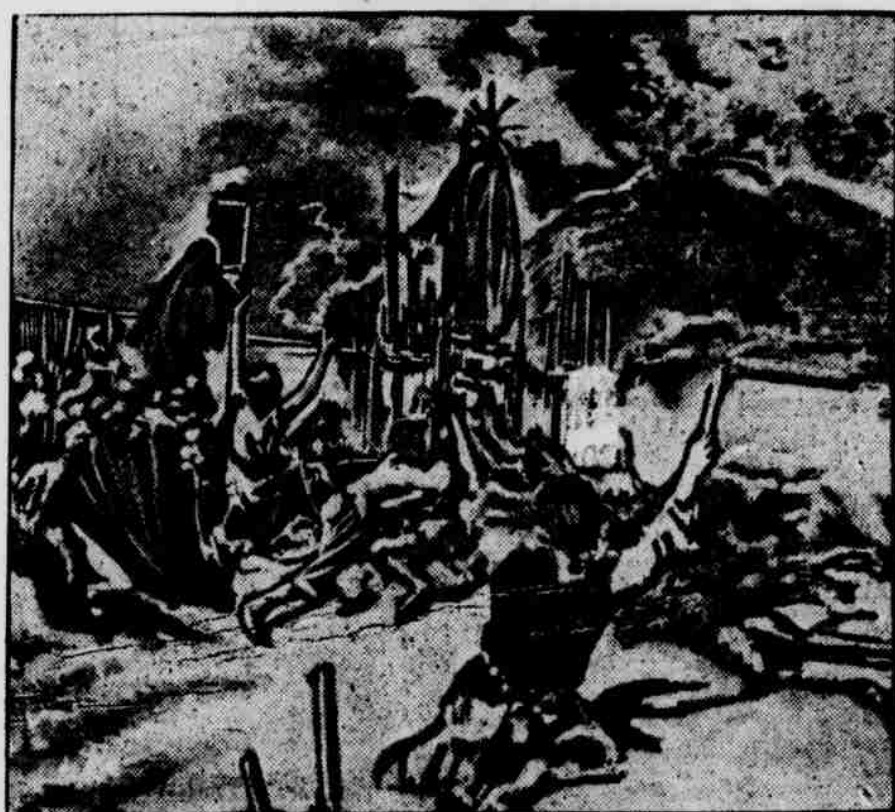
DEMAND FOR STEEL CARS.

Their Use in Railway Postoffice Service Is Generally Favored.

Since 1900 seventy postal clerks, substitutes and weighers have been killed in railroad wrecks while on duty, 444 have been injured seriously and 1,693 have been hurt slightly. The clerks in the railway postoffice service are among the most expert employees of the government, and the department is seeking continually to improve the conditions under which they work, lessen the dangers that surround them and protect their lives and the valuable property in their care.

In 1893 the government adopted specifications for the construction of mail cars requiring them to be heavier and more substantial than those then in use. In May, 1904, these specifications were revised and further strengthening of the cars was required. The railroad companies have also been experimenting with improved rolling stock, the Erie building an all-steel car and the New York, New Haven and Hart-

VESUVIUS IN ERUPTION.



ENDANGERED PEASANTS EXORCISING THE VOLCANO.

When Vesuvius belches forth death, the peasants of the vicinity become frantic. Prof. Pellegrini of Naples, who drew the picture, describes the scene: "The eruption and ruin of ashes presented a terrible and at the same time a splendid and artistic spectacle. I witnessed also the procession held for the purpose of exorcising the evil. While Vesuvius thundered and cast forth lava and fire and inundated the fields with ashes, I beheld the people prostrated before a statue of the Madonna, weeping, imploring, and praying that the calamity might be averted."

seventeenth century. The eighteenth was to increase this to twenty-six.

In 1707 the volcano sent forth a cloud of ashes so dense that at midday in the streets of Naples the blackness of the darkest night reigned supreme. The shrieks of terror-stricken women pierced the air, and the churches were crowded by the populace. The relics of San Januarius—his skull among them—were carried in procession through the streets.

Thirty years later a stream of lava one mile wide and containing 300,000,000 cubic feet burst from the mountain side. The next notable eruption was that of 1700, when new cones formed at the side and gave forth lava, smoke, and ashes. Seven years later the king of Naples hastily retreated into the capital from the palace at Portici, threatened by a fresh outburst, and found the Neapolitans again in confusion.

Thirty-two years later, while our patriot fathers were in the midst of their struggle for freedom, a column of liquid fire burst from the crater and rose to three times the height of the mountain.

That the Vesuvian eruptions are gaining in frequency is attested by the record of the nineteenth century, surpassing as it does that of the eighteenth. The first of note occurred in 1822, when the top of the great cone fell in and a lava stream a mile in width poured out. Vapor condensed into rain inundated some districts. Altogether 800 feet of the cone was blown away, leaving a hole 938 feet deep in the crater. Twelve years later a river of lava nine miles long wiped out a town of 500 houses. One stream threatened Pompeii with another interment.

Lava flowed almost to the gates of Naples in 1855 and caused a deplorable loss of property to the cultivated region above. Twelve years later a new cone was raised to a height greater than that attained by any in historic times.

Blocks of stone forty-five feet in circumference were hurled down the mountain by the spectacular outburst of 1872. Two lava floods rushed down the valley on two sides, ashes were shot thousands of feet in the air, and the sea rose for miles. More than 20,000,000 cubic feet of lava was ejected in a single day. A cloud of smoke enveloped parties of tourists escorted by guides. They were caught under a hail of burning projectiles and close to a lava torrent. An unknown number, including eight medical students, were buried be-

ford two; the Pennsylvania road is drafting plans for an all-steel car and the Santa Fe company has contracted for thirty-nine steel-sheathed cars, with underframes and flooring of steel, the floors to be finished with cement, felt and wood.

All these cars are much heavier than those previously in use. Under the department specifications of 1904 a full sixty-foot car weighs 100,000 pounds, or 20,000 pounds more than one built on the plans adopted in 1893. The clerks prefer the larger, heavier cars, which they believe to be safer in accidents than the others. Yet in a wreck on a Texas railway a fifty-foot car telescoped a sixty-foot car of later build and much greater weight and was itself practically undamaged.

One of the steel cars now in use has been in an accident. The postal clerks have great faith in them, feeling that they are practically indestructible and almost sure to preserve the lives of all who are in them. It is likely that steel mail cars will some day be required by the government and when they are it is not improbable that the public will demand a substitution of metal cars or cars so heavily reinforced with steel as to be practically the same thing for all wooden passenger coaches.—New York Sun.

Why Blackie Wore the Plaid.

Professor Blackie frequently stayed at Dr. Donald Macleod's house in Glasgow. One night, said the doctor, we were sitting up together. Blackie said in his brusque way, "Whatever other faults I have, I am free from vanity." An incredulous smile on my face roused him. "You don't believe that. Give me an instance." Being thus challenged, I said, "Why do you walk about flourishing a plaid continually?" "I'll give you the history of that, sir. When I was a poor man and when my wife and I had our difficulties, she one day drew my attention to the threadbare character of my surcoat, and asked me to order a new one. I told her I could not afford it just then, when she went, like a noble woman, and put her own plaid shawl on my shoulders, and I have worn a plaid ever since in memory of her loving deed."

Wasted Effort.

"So Miss Chatters called to see you the other day. I don't suppose you got a chance to open your mouth—"
"Oh! yes, almost continuously."
"You did?"
"Yes, yawning; but she never took the hint."—Philadelphia Press.