

DOINGS OF OUR NATIONAL BODY OF LAWMAKERS

Saturday, May 19.

Washington, May 19.—The house arose today in its wrath and put to eternal sleep a measure that it had previously passed, making it a penitentiary offense for any official or employee of the government, including senators and congressmen, to make public any secret information that would have an effect upon the market value of any American products. The bill originally passed the house some weeks ago without discussion, and was intended to remedy a defect in the law as exposed by the recent cotton scandal in the department of agriculture. It was amended by the senate, and the report of the conferees brought the matter to the attention of the house today.

After a heated debate in which the measure was attacked as vicious legislation by McCall of Massachusetts, Grosvenor, of Ohio, and Crumpacker, of Indiana, Republicans, and defended by Burleson, Democrat, of Texas, its author, and Chairman Jenkins, of the judiciary committee, the house, by a record vote of 107 to 66, tabled the bill, having refused in the first instance to agree to the report of the conferees.

Friday, May 18.

Washington, May 18.—After 70 days of 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 negative votes were cast by Foraker, Republican, of Ohio, and Morgan and Pettus, Democrats, of Alabama. There was a somewhat larger attendance of senators than usual, but the attendance in the galleries was by no means abnormal, and there was no manifestation of any kind when the result was announced. There was, however, an almost general sigh of relief among the senators.

Washington, May 18.—Reminiscent of the stressful days of the 47th congress were the scenes in and about the house today. Hardly had the journal been 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 the estate of Samuel Lee, of South Carolina, \$10,482 for allowances made by reason of the election of Lee, a negro contestant for a seat in the 47th congress.

This bill has been reported favorably by nine congresses—six times by Republicans and three times by Democrats.

After spending almost the entire day on the question the bill was passed.

Thursday, May 17.

Washington, May 17.—With the exception of Bailey's digression, the entire day was devoted by the senate to a review 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 and the question of the constitutionality of that provision was raised. The attack 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 discussion when the day came to a close.

Washington, May 17.—After two weeks' debate the house today passed the naval appropriation bill, carrying \$99,746,000. The amendment providing that the secretary of the navy could go into the open market and purchase chains, anchors and cordage, should it be demonstrated that they could be had cheaper in free markets than they could be made by the government, was defeated today by a vote of 188 to 122.

By 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 Pacific Coast on ships constructed there. The vote was very close, three Republicans changing from no to yes, Haughen of Iowa, Thomas and Longworth.

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

Will Double Alaska Cables.

Washington, May 15.—Orders have been issued by General Allen, the chief signal officer of the army, for the installment of the duplex system on the Alaska cables. The commercial business of the cables has become so heavy that even by working night and day the operators are not able to handle all the dispatches. With the new system the capacity of the cables will be increased about 75 per cent. The supreme court of the United States has denied the petition for a rehearing in the Chicago traction cases.

Inquiry Into Coal Monopoly.

Philadelphia, May 15.—The Interstate Commerce Commission will tomorrow resume its inquiry into the alleged close relations between railroads and big coal corporations. Nearly the entire time, it is expected, will be devoted to efforts to prove the ownership of stock in coal companies by officials of the Pennsylvania railroad and discrimination in coal distribution. The Baltimore and Ohio will also be put under microscopic examination.

the amendments heretofore made. Practically the entire day was devoted to consideration of the anti-pass amendment, which was adopted after making so many exceptions as to arouse laughter every time the provision was read. The work of the senate after the bill was reported was confined to the partial consideration of the pipeline provision, which was so amended as to strike out the Morgan proviso extending its operation to other countries where the United States had jurisdiction.

Washington, May 16.—The naval appropriation bill, carrying nearly \$100,000,000, was completed today in the house after one of the busiest days of the present congress. The feature of the day's debate grew out of the attempt to defeat the appropriation for the largest battleship of its class in the world and the tenor of the speeches for the big ship was that the American republic must be abreast of the nations of the world in the strength of her navy. The opponents talked for peace, 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 soon 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 may 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.

Jimenez 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 Jimenez 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.

DANGER OF QUAKE.

One of Chief Reasons for Committee Favoring Sea Level Canal.

Washington, May 18.—That the earthquake that destroyed San Francisco helped determine the vote of the senate committee on interoceanic canals in favor of a sea level type is apparent from the fact that a feature of the majority report is a discussion of the effect earthquakes might have on locks and dams. The majority report in favor of a sea level canal was submitted today by Senator Kittredge.

The report says that the canal structures would be exposed to injury by earthquakes, particularly the locks at Gatun. If the lock walls should be moved, leakage would result and the gates would be useless. In case of fracture of locks, months or years might be required for repairs, and meanwhile traffic would be interrupted.

It is maintained that the dam at Gamboa proposed by the majority of the board of consulting engineers, is not liable to injury by earthquakes, for it will be built on a solid rock foundation, reinforced with strong walls and buttressed at each end with walls of rock. Nor are the side slopes of the Culebra cut likely to be disturbed, but an earth dam on an alluvial base might be cracked, draining the lock and ruining the canal. The committee says:

"At San Francisco, where the water pipes were broken, the disaster was greatly augmented by this cause, for the water could not be held in the pipes and directed on the flames. What would happen to the aqueduct, conduits, pipes and valves, buried in the concrete walls, used for filling and emptying the locks, cannot be well conjectured."

It is stated that ships of all classes could be passed through the sea level canal in 8½ hours less than the time that would be consumed in passing ships through locks alone. The cost of annual maintenance is estimated at \$1,840,000 for the sea level and \$2,330,000 for the lock type. A sea level canal free from all obstacles could pass 100 warships in less than a day. Naval commanders and commercial shipmasters oppose locks.

The majority argues that an enemy could destroy a lock canal much easier than a sea level canal with explosives. The cost of a sea level canal is estimated at \$250,000,000, while the total cost of the lock canal would be at least \$190,000,000, and the cost of transforming the latter into a sea level canal would be \$200,000,000. The conclusion of the majority is "that the sea level canal can be realized in 10 or 12 years at a cost not exceeding \$60,000,000 above that required by the construction of the multilock canal proposed by the minority."

AIDS TO PACIFIC NAVIGATION.

Omnibus Bill in House for Lightships and Signal Stations.

Washington, May 18.—The house committee on interstate and foreign commerce today authorized a favorable report on an omnibus bill carrying between 20 and 25 projects as "aids to navigation" and authorizing an appropriation of something in excess of \$1,300,000. Among the provisions are:

Light station at Makapuu Point, Island of Oahu, Territory of Hawaii, \$60,000.

Light station and range lights at Honolulu harbor, \$40,000.

Fog signal at entrance to harbor at Humboldt, California, \$15,000.

Lightkeeper's dwelling at Cape Mendocino, Cal., \$5,500.

Light and fog signal station near Point Cabrillo, California, \$5,000.

Light vessel for use off the mouth of the Columbia river, Oregon, \$130,000.

Lightkeeper's dwelling at Robinson Point, Washington, \$5,000.

Fog signal at Ediz Hook light station, State of Washington, \$10,000.

New tender for inspection service in the 13th lighthouse district, \$10,000, in addition to the unexpended balance of \$40,000 for the repair of the tender Manzanilla to be applied on the new tender.

Rebuilding of Stanford.

San Francisco, May 18.—Stanford University will be reconstructed at once, and by next September every building necessary to the work of the college will be in perfect condition. The work has already commenced, and there is plenty of money on hand to assure the trustees that the repairs may be accomplished as quickly as they desire. The structures will be rendered earthquake proof. Three experts have been appointed, and their report will be the basis for whatever changes are considered necessary.

Make Money by Disaster.

Oakland, Cal., May 18.—Some very curious schemes for making money have been devised since the earthquake and fire. Two Stanford students, in the early days of the trouble, secured many views of the ruins in San Francisco and surrounding country. These they had reproduced on lantern slides, and now they are touring the small towns of California presenting stereoscopic lectures. From latest reports they are receiving heavy patronage.

Withdraw Troops June 1.

Washington, May 18.—General Greeley has reported to the War Department from San Francisco under date of last night that the reported killing of a large number of people by the army during the San Francisco fire is incorrect. General Greeley adds that he has notified the citizens' committee and the Red Cross that the troops will be drawn from San Francisco not later than June 1.

NO MONEY FOR LAND RECEIVERS

May Be Legislated Out of Office by Congressional Act.

House Committee Cuts Out Salaries From Appropriation Bill of Those Officials Whose Terms Soon Expire—Many Offices in Northwest Will Be Affected.

Washington, May 17.—The house committee on appropriations will not make provision in the sundry civil bill for the salaries of land office receivers whose terms expire during the present year. The public lands committee has refused to report a bill abolishing the office of land receiver, notwithstanding the recommendations of the president and general land office, but the appropriations committee believes this reform is justified and much to be desired.

However, the appropriation committee has not jurisdiction over this general subject, and can only act as outlined, to cut off the salaries of those receivers whose terms are about to expire. Under this change, Miss Anna M. Lang, receiver at The Dalles, the only woman land officer in the West, will be legislated out of office unless the senate should restore this appropriation, but no other Oregon official would be affected this year.

In Washington, Receivers L. B. Andrews at Seattle and A. J. Cook at Vancouver would lose their office after July 1, along with Edward E. Garrett at Boise, Charles G. Garby, Lewiston; William A. Hodgman, Hailey; Charles G. Warner, Coeur d'Alene and George A. Robethan, Blackfoot, Idaho, and P. M. Mullen, Juneau, Alaska.

It is expected that the senate will restore this appropriation to the sundry civil bill, but, if it should not, the officers named, with many others, will be dropped on June 30 next.

CAPITAL TO REBUILD CITY.

Company to Loan \$100,000,000 To Be Organized This Week.

New York, May 17.—The Herald today says: One hundred million dollars is to be the capitalization of the new mortgage loan corporation which is to be organized here to advance money for the rebuilding of San Francisco. The promoters of the enterprise at first argued that \$10,000,000 capitalization would provide an ample vehicle for handling hundreds of millions of investments, but it was found that San Francisco favors a much larger capitalization, giving opportunity for investment by the Pacific Coast. Hence it is now considered best to capitalize for \$100,000,000, with paid in subscriptions reaching \$10,000,000 cash.

E. H. Harriman, president of the Southern Pacific; Frank A. Vanderlip, vice president of the National City Bank; Senator Newlands of Nevada and H. S. Black, president of the United States Realty and Improvement Company, today conferred with Franklin K. Lane and Thomas Mages, both of San Francisco, and members of the relief committee, upon means to be employed to remove from the minds of investors in the East the fear that the complicated mortgage laws of California will indict double taxation upon owners of mortgages in San Francisco.

FAVORS SEA LEVEL CANAL.

Senate Committee Votes, Carmack Having Broken Deadlock.

Washington, May 17.—The senate committee on interoceanic canals voted today in favor of constructing a sea-level canal. Senator Carmack's return from Tennessee broke the deadlock which occurred at a former meeting.

The vote today was had on a resolution presented by Senator Kittredge, declaring it to be the sense of the committee that the construction of a sea-level canal be recommended. On motion the affirmative votes were: Messrs. Platt, Kittredge, Ankeny, Morgan, Carmack and Taliaferro. Chairman Millard voted in the negative.

Pay What They Legally Owe.

San Francisco, May 17.—The insurance companies will settle their losses in their own way, each company acting for itself, according to the contracts embodied in its policies, and the Fire Underwriters' Adjusting Bureau will make no attempt to dictate a general policy or lay down uniform rules for the companies to observe in the settlement of claims. The adjustment bureau is merely to act as a board of appraisers in dealing with claims and only report on losses sustained, leaving settlement to the respective companies.

Greener Unjustly Accused.

Washington, May 17.—Having satisfied the State department officials that the charges against him contained in Assistant Secretary Peirce's confidential report were without sufficient foundation, and that he was the victim of mistaken identity in some measure, Richard T. Greener, late commercial agent at Vladivostok, Siberia, will be given another appointment in the consular service when a suitable opening is found.

Relief Fund Feeds 164,000.

Washington, May 17.—Dr. Edward T. Devine, Red Cross representative in San Francisco, reports that requisitions for supplies have been reduced to 164,000 a day.

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.

Jubilee of the Victoria Cross

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 rear 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.