

# IN THE NATIONAL HALLS OF CONGRESS

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-six 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, 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 Algeciras 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 Saturday 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 townsites 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.

## FOUR ARE KILLED.

Disastrous Wreck on O. R. & N. at Bridal Veil.

Portland, Feb. 7.—In the most disastrous wreck in the history of the Oregon Railroad & Navigation company and the only one in which the life of a passenger on that road has been lost, Chicago-Portland Express No. 5 ran into the rear end of the Spokane Flyer, No. 3, at Bridal Veil yesterday morning at 7:50, telescoping the Pullman car Galatea, killing four persons and injuring a score of others. Engine 193, in charge of Engineer William Swain, became unmanageable and dashed into track No. 3, which was standing on the track at Bridal Veil. Had it not been for the presence of mind of Silas Smith, brakeman on the Chicago-Portland Express, who pulled the emergency cord when he realized the train was beyond control of the engineer and was running away, thus setting the brakes, the collision would have been one of the worst in the history of Western railroading.

Train No. 3 had stopped at Bridal Veil station, and was delayed there by its engine, which was out of order. When about four miles east of Bridal Veil the locomotive hauling the Chicago-Portland Express got out of order and became unmanageable.

The injector pipe had broken inside the cab, letting out a flood of steam and driving the engineer and fireman out of the cab. Engineer Swain reached for the throttle to stop the engine, but could not reach it. In a moment he heard torpedoes on the track and realized that the Spokane Flyer was ahead on the main track, and rushed back into the cloud of burning steam that filled the cab in an effort to stop the flying train. He groped about for the levers he could not see, fearing even to breathe in the deadly atmosphere, suffering tortures to his scorched hands and face, and, finally baffled, was compelled to retreat to the engine tender. Both he and the fireman then leaped to the connections between the tender and the mail car and tried to reach the air hose and break the connection, thus applying the brakes, but Engineer Swain's hands were so terribly burned they were useless, and he could not disconnect the hose.

Meanwhile Silas Smith, living at Second and Grant streets, Portland, who was brakeman on No. 3, realized the engine was beyond the control of the engineer and pulled the emergency cord, setting the brakes. This slowed the train, and the locomotive was detached from the train and shot ahead, crashing into the Pullman. In a moment the rest of the train, coming at a slower speed, struck the engine, and again hurled it against the wrecked Pullman. Those in the wreck felt two distinct shocks, and by his prompt action in bringing the Chicago-Portland Express almost to a stop Brakeman Smith prevented a much heavier loss of life.

## HEYBURN GROWS WORSE.

Peritonitis Aggravates Illness of Senator from Idaho.

Washington, Feb. 5.—Considerable anxiety is felt over Senator Heyburn tonight. He slept little last night, and today unfavorable symptoms developed which indicate that peritonitis has set in. The pain and inflammation heretofore confined to the region of the appendix had spread and his stomach is now affected.

Up to this morning the senator was hopeful of early recovery; in fact, expected to get up tomorrow. Tonight he is decidedly depressed, and seems to realize the seriousness of his condition. If he does not show marked improvement by morning, another consultation will be held.

While it is announced at his apartments that there is believed to be no immediate danger, nevertheless everything indicates that he is in a critical condition, the presence of peritonitis and kidney trouble, in addition to appendicitis, being most serious complications.

Italy Will Ruin Padrones.

New York, Feb. 7.—The Italian government has just contributed a subsidy of \$20,000 a year for an Italian labor exchange in New York. This is part of an organized attempt by Italian citizens of the United States, combined with the Italian authorities at home, to beat the "padrone" system and to keep the Italians from piling up in New York. The exchange will be incorporated under the laws of New York by Italian citizens, and probably will be in working order by next summer, for the great crush of immigrants.

Meteor Falls in Nevada.

Reno, Nev., Feb. 7.—Word has been received in Reno to the effect that an immense meteor fell a few miles north of the town of Rhyolite this week. W. E. Turner, well known in this city, together with others, witnessed the descent of the meteor. It fell at an angle of 45 degrees and left a trail of fire 300 yards long in its wake. The heavenly visitor was seen and heard to strike the ground, but every effort to find its location has been without success.

Two-Cent Fares for Ohio.

Columbus, O., Feb. 7.—The house today by a vote of 104 to 1 passed the Freiner 2-cent fare bill, which was substituted for the Rathbun bill, passed by the house. The senate, it is said by leaders of that body, will accept the Freiner bill, which will go into effect 30 days after it is signed by the governor.

## DIG IT BY CONTRACT

Wallace Would Save Canal From Needless Red Tape.

ALSO GIVES CROMWELL A SHOT

Counts Him Among Bosses Over the Work—Stevens Earns His Salary, He Says.

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 sufficiency 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 Betha 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 Betha accepted the plea.

Agree on Customs Duties.

Algeciras, 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.

## TRUMPET CALLS.

Ram's Horn Sounds a Warning Note to the Unredeemed.



THE majesty of any man is in his manhood. No family ever yet felt like framing its liquor bills. Patriotism is often a polite alias for lust of power. You cannot get the graft of sin and not acquire its craft.

There are no pre-determined death-bed repentances. The side door of a saloon is the front door to hell.

Getting into debt is an easy way of going to the devil.

The biggest clocks do not always keep the best time.

You can keep thoughts out but you cannot keep them in.

A man cannot be undignified when he is truly in earnest.

Many people think that the church is a "Don't Work" club.

We seldom do heartily the things we learn to do by heart.

Even gilt-edged securities cannot bring in the golden age.

There is a communion that does not depend on communication.

Satan is always a conservative when sin is on the throne.

To forget God in the least may be to forfeit our greatest good.

Truth will draw the crowd where error has to drum them up.

In the modern world what is every man's loss is one man's gain.

It is folly to pray "Our Father," and then to fret like orphans.

While a man is grabbing up one sin two are growing behind his back.

The light of love will lead where the light of learning would fall.

When the church seeks men it will have no trouble in finding money.

If the Lord had loved us less he would have let us live without labor.

Preaching hell in the spirit of hell will only drive men in that direction.

## FIRST COSSACKS IN AMERICA.

Daring Voyagers in Ketches Across the Bering Sea.

Long before Peter the Great had sent Vitus Bering to America, in 1741, Russian voyagers had launched out east and north with a daredevil recklessness that would have done honor to prehistoric man. That part of their adventures is a record that exceeds the wildest darlings of fiction, says a writer in Harper's Magazine. Their boats were called ketches. They were some sixty feet long, flat-bottomed, planked with green timber. Not a nail was used. Where were nails to come from 6,000 miles across the frozen tundras? Indeed, iron was so scarce that at a later day, when ships with nails ventured on these seas, natives were detected diving below to pull the nails from the timbers with their teeth. Instead of tar, moss and clay and the tallow of sea animals calked the seams. Needless to say, there was neither canvas nor rope. Reindeer thongs supplied the cordage, reindeer hides the sails. On such rickety craft, "with the help of God and a little powder," the Russian voyagers hoisted sail and put to sea. On just such vessels did Desnoff and Staduchin attempt to round Asia from the Arctic into Bering sea (1647-50).

To be sure, the first bang of the ice goes against the prow of the rickety boats knocked them into kindling wood. Two-thirds of the Cossack voyagers were lost every year; and often all news that came of the crew was a mast-pole washed in by the tide with a dead man lashed to the cross-trees. Small store of fresh water could be carried. Pine needles were the only antidote for scurvy; and many a time the boat came tumbling back in the home port, not a man well enough to stand before the mast.

Made Sure He Was Dead.

A story is told of the Soudan railway which shows patient literalness. To an official there came the telegram from an outlying station: "Station-master has died. Shall I bury him?" The reply was sent: "Yes, bury station-master, but please make sure he is really dead before you do so." In due time back came the message: "Have buried station-master. Made sure he was dead by hitting him twice on the head with a fishplate." There was perfect assurance there had been no premature burial.

Suggestion.

Mrs. Naggs—Last night when we were quarrelling mother was listening at the door.

Naggs—Well, what of it?

Mrs. Naggs—Nothing. Only I wish you would alter the key of your voice after this when we quarrel so it won't fit the keyhole.

Progressive Age.

"The dime novel of our boyhood days seems to be a thing of the past," remarked the man with the missing hair.

"Not necessarily," rejoined his companion who had also passed the chloroform age. "It has a cloth cover now and sells for \$1.50."

Everyone has about the same experience: Ever notice how many people have the same sized feet when the paper hints at something?

## LITERARY LITTLE BITS

The critics keep telling us this is not a literary age; but just take a glimpse of the literature the publishers give us in the holiday season! Millions in it for somebody. And now authors are coming to the front every day in the week.

True poetry is something awful, mysterious, and beautiful and terrible as the lightning's leap in the collied heaven, charming the eye with dread and rousing the soul to a quick sense of the Power behind the mechanism of nature. —Michael Monahan in Papyrus Magazine.

Felix Adler says that it would be much better if the people who have reached the top notch of society would set the fashions in literature instead of in clothes. He limits the possibilities, however, by insisting that it would have to be done intelligently. —Baltimore American.

Colonel Samuel Adams Drake, the well-known author and historian, has recently died at Kennebunkport, Me. He was the author of twenty-three books, mostly relating to historic events in New England and the middle west, and was considered an authority on United States history.

Louise Collier Wilcox, furnishing a comment on Mrs. Edith Wharton's literary achievements to the Outlook annual book number, gives more of a biographical sketch than has often appeared in print. Mrs. Wilcox says: "Born in New York in 1862, Mrs. Wharton was the granddaughter of Gen. Ebenezer Stevens, of Revolutionary fame, and, coming of distinguished parentage in affluent circumstances, all that careful instruction, travel, and cultivated surroundings could add to her genius were ready to hand. As one may easily surmise from the stories, much of her life has been spent in Italy, and the bloom of an easy familiarity with great painting and architecture is everywhere discernible upon the work. Like so many people who attain to individual excellence, she was spared the leveling process of regular schooling, and was taught by private tutors here and abroad. A very early familiarity with French, German, and Italian gave her the basis for wide reading, and when she came upon Goethe she was more prepared than the average to take to heart his counsels and perfection and reach after a high and effective culture. At any rate, it is to Goethe above all other literary influences that Mrs. Wharton feels indebted. She has been at all times a diligent reader of standard fiction, and her taste includes George Eliot, the ethical teacher, no less than Flaubert, the craftsman's master, Balzac, Thackeray, Dickens and Meredith she has read so frequently that she contentedly falls in arrears as far as current fiction goes. Her interest in biology is great, and in whatever touches upon the history of human thought. In 1885 she married Edward Wharton, of Boston, and four years later began contributing, in the first instance verse, and later stories to Scribner's Magazine. With the publication of 'The Greater Inclination,' she became a force to be reckoned with."

Of "The House of Mirth," Mrs. Wilcox remarks that the environment is one Mrs. Wharton was particularly suited to draw.

Smooth-Surface "Tourist" Chairs Now Declared Most Unhealthy.

The tourist sleeping car used on the railroad lines beyond Chicago and St. Louis have been spoken of frequently as more sanitary than the upholstered Pullmans, and, therefore, in addition to their cheapness, a desirable point to most of the sick travelers, they were supposed to be cleaner, for the seats are covered with cane and have no nooks to harbor dust and germs. Physicians have strongly denounced the upholstered cars as promoters of the spread of tuberculosis. The railroad people have had some tests made to offset that denunciation with statistics. Dr. Charles E. Dudley, the chief chemist of the Pennsylvania Railroad, has made an investigation of the contents of car upholstery, and has reported to the American Public Health Association. Dr. Dudley shows that prolonged exposure to tuberculosis in the air is necessary if travelers are to take the disease from this source of infection. He says that two days of strong light and five days of diffused light will sterilize the germs. This argument does not seem to show that passengers bound to the West in tourist sleepers with tuberculosis patients may not run the risk of infection, especially if they are in delicate health, and prepared to contract the disease. No germs were found from the examinations made of the contents of the cars known to have been occupied by passengers suffering from tuberculosis. In ninety-six examinations of the air found in such cars only one test showed the presence of the bacillus. To inform himself as to the relative danger of textile fabrics and smooth surfaces, Dr. Dudley made experiments with several kinds in each class, and his results go to show that danger from infection from upholstered furniture is much less than from the naked, smooth surfaces. —Brooklyn Eagle.

Fish make excellent brain food; even fishing stimulates the imagination.