

PROCEEDINGS OF CONGRESS IN BRIEF

Tuesday, May 26.

Washington, May 26.—The two floor leaders of the house again today occupied the center of the stage and performed their usual feat of charging each other with responsibility for the evil conditions at present existing in that body. It came about through an order presented by Mr. Payne, of New York, granting five days' leave after adjournment in which to print in the Congressional Record the remarks that might have been, but were not made upon the floor. He took occasion to arraign the democrats for their filibuster and said that republicans had no apology to make for their course.

The democratic leader, Williams, accused the majority of doing nothing in the present session and opposed the order because it gave members no opportunity to reply to statements which he felt in advance would call for an answer. The order was adopted.

Following this debate business proceeded at a rapid gait. The conference on the military academy appropriation bill was agreed to. Its consideration was marked by vigorous speech by Mr. Slayden, of Texas, against the senate permitting the education of four Filipinos at West Point. The bills were passed as follows:

Refunding stamp taxes on foreign bills of exchange and certain duties on anthracite coal illegally collected; providing for the opening and settlement of portions of the Cheyenne and Standing Rock Indian reservations; promoting the safety of the navigation of the rivers by requiring the equipment of locomotives with ash cans that can be dumped without requiring an employee to crawl under the locomotive; promoting the safe transportation of explosives.

Washington, May 26.—The omnibus house bill, embracing seven separate measures affecting the navigation laws, was considered and passed by the senate today, but not without resistance. Senator Newlands tried to amend by inserting his bill creating the Inland Waterways Commission. He was met with prompt opposition by Mr. Nelson.

Monday, May 25.

Washington, May 25.—An effort to annihilate time by dilatory tactics without making progress on any legislation except that involved in conference reports was chief occupation of the senate today under the leadership of Aldrich. The attempt was so successful that the net result in the way of accomplishment of the day's session was the adoption of the conference report on the sundry civil appropriation bill.

Washington, May 25.—Working under heavy pressure with a single eye to adjournment at the earliest possible moment, the senate today disposed of a great amount of business. Several conference reports were agreed to and the following bills passed:

Amending the navigation laws; removing the discriminations against native officers of the Porto Rican regiment of infantry; authorizing the sale of unallotted land of the Spokane Indian reservation; encouraging the development of coal deposits in Alaska; and prescribing penalties against the sale of clove and nutmeg government property by soldiers. The omnibus bill relating to disposition of the public land was sent back to conference.

After an active debate of an hour and a half the project for a reduction of hall of representatives was defeated by a large majority.

Saturday, May 23.

Washington, May 23.—Following a precedent the United States Senate killed off the attempt of the Western Senators to open the way to a constitutional amendment providing for the election of Senators by popular vote. The question was raised by a resolution offered by Owen, of Oklahoma, and after an unusually spirited debate, the resolution was referred to a committee, where it will be smothered to death.

Fulton, of Oregon, was paired in favor of the resolution; Bourne was absent. Ankeny and Piles, of Washington, both favored the passage of the resolution, as did Borah, of Idaho, but Heyburn was opposed to it.

Friday, May 22.

Washington, May 22.—The omnibus claims bill was considered by the Senate today until displaced by the resolution to extend the term of office of no penalty will be enforced for violation of the commodities clause of the Hepburn bill. Aldrich inquired of Fulton of Oregon how much of the total appropriation carried by the claims bill was for Southern war claims, and was told that two-thirds were of that character and one-half of those for damages to choice property.

Aldrich suggested that the time ought now to come to stop allowance of this kind of claims arising 42 years after the war, when the government could not secure witnesses who knew anything about them, except those who are revealed upon by the claimants to prove their losses.

Fulton said he would offer an amendment that would do just what was desired. The failure of the jury to convict will not alter the attitude of the prosecution as there are numerous indictments pending against Ruff, one of which he will be placed on trial as soon as the state can make its arrangements to that end. In view of this fact the board of supervisors today appropriated \$70,000 for the continuance of the graft prosecutions.

Resuming their deliberations yesterday morning, the jury was called into court at 11:45 o'clock by Judge Dooling, but asked the court for more time. The request was granted and they retired.

When 4 o'clock arrived the bailiff ordered the courtroom cleared, as Judge Dooling had decided to send for the jury in a short time, and there was a desire to avoid any demonstration on the part of the spectators. As a result attorneys directly interested and the members of the press were about the only ones in attendance when the jurors filed in and took their places in the box.

Foreman Penny arose, and in response to the question of Judge Dooling said it was impossible for the jury to agree. Each juror was then questioned by Judge Dooling, and all agreed that they could not arrive at a verdict. Judge Dooling then formally discharged the jury.

JURY FAILS TO AGREE.

Ruff Again Escapes, but New Trial Will Be Pressed.

San Francisco, May 22.—Unable to agree, after being out 22 1/2 hours, the jury in the case of Abraham Ruff, charged with offering a bribe to former Supervisor Jennings J. Phillips, was discharged at 5 o'clock last evening by Judge Maurice T. Dooling. Thirteen ballots were taken, and the jury stood 6 to 6 from the outset. At no stage was there a chance for an agreement, the credibility of the witnesses being the main point upon which the jurors divided.

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BUILD TO PACIFIC.

Edwin Gould Makes Announcement for Western Pacific.

Los Angeles, May 22.—Edwin Gould, pathfinder for the "ocean to ocean" railroad ambition of his brother, George, announced that the Gould lines will not only reach San Francisco, but they will enter Los Angeles and the ports of the Pacific Northwest, through Portland. Mr. Gould arrived today from Texas in his private car "Dixie."

Gould is a director of the Western Pacific, and makes the positive announcement that the ocean to ocean Gould line will be consummated with the early completion of the Western Pacific into San Francisco, and that the lines of the Goulds will also be extended to Portland in the near future.

Further, Mr. Gould declares that the Pacific Coast will be the scene of the most extensive railroad operations ever known.

For many months it has been rumored that the Gould interests have been securing options on rights of way along the coast from the north shore of San Francisco bay to Eureka. The Northwestern railroad, which ends at Willets, Mendocino county, is supposed to be the property of the Southern Pacific and Santa Fe jointly, but lately it has been reported that part of the right of way between Willets and Eureka has been found to overlap other claims, and litigation was threatened.

WRECK IN BELGIUM.

Sixty Killed and Hundred Injured in Collision of Trains.

Antwerp, May 22.—In one of the worst railroad disasters that ever occurred in this country a great number of passengers, the number being estimated as high as 60, were killed today, and at least 100 seriously injured in a collision between two passenger trains. The trains were running at a high rate of speed when the crash occurred. They came together with great force, throwing the cars from the tracks and piling them up in heaps of ruins. Great difficulty was experienced in releasing the imprisoned passengers. Twenty-two bodies have been recovered, and search for more is being made in the ruins.

The collision occurred at Contich, six miles southeast of Antwerp. One train was bound for Brussels and the other was going to Lierre. Three coaches of the latter train were crushed into kindling wood. The accident, which is thought to have been due to mistaken signals, took place on a crossing.

Funeral Services for Governor.

Reno, Nev., May 22.—In response to a call issued by Acting Governor D. S. Dickerson and Mayor Kerman, all business was suspended here yesterday on account of the funeral of Governor John W. Heintz.

Services were held at the Elks' home, where the funeral procession formed. All the bells in the city tolled. The body was escorted by the governor's staff and a body of police. Besides the governor's friends, members of the secret orders to which he belonged and state and city officials, many marched on foot.

Saves Rat, Is Arrested.

Pittsburg, May 22.—For trying to save a half-drowned rat from being tortured to death, Thomas Morris was arrested yesterday after he had been badly beaten by Joseph H. Smith. Morris saw a crowd of men around the rat, and Smith was poking it with a stick. Morris struck Smith and a fight followed, in which Morris received several cuts on his head. Police-man Kenneth Ewart arrested both men. Magistrate Brady commended Morris and sentenced Smith to pay a fine of \$15, or serve 30 days in the workhouse.

Deadly Gas for Burglars.

Stuttgart, May 22.—A chemical firm in that town of Aalen has perfected and patented an invention that threatens burglars with instant death after they succeed in opening a safe vault door, either by skeleton key or with the aid of compressed air, nitroglycerine and other burglars' paraphernalia. The inventor, which opens the door, or bores through it, poisonous gases are released, destroying the invader and leaving him dead on the floor.

Meat Inspectors Confer.

Chicago, May 22.—More than 100 meat inspectors were present yesterday at the opening of a conference which considered the enforcement of the new meat inspection law. Secretary of Agriculture Wilson is directing the deliberations of the conference, which is expected to continue for three days.

MANY ARE HOMELESS CONGRESS COMPROMISE ON FAIR

Storm in Texas and Oklahoma Creates Awful Havoc.

POPULATION IS DUMBFOUNDED

Loss of Life Believed to Be High Thousands of Head of Livestock Killed.

Dallas, Tex., May 26.—Seven thousand persons are practically without shelter now as a result of the violent storm which broke over Northern Texas and Oklahoma Sunday night. Today alone, fully 2,000 people were driven from their homes by the rising of the Trinity river. Houses, barns and everything in the path of the terrible flood is swept down and carried away. Trinity river is a raging, surging torrent and nothing apparently stands before it. Big factories far removed from the river proper are flooded, bridges have been swept away like kindling wood. Live stock by the thousands have perished and for its no one is sorry that a meat famine will follow in the wake of the storm's fury.

So far no arrangements of a character calculated to relieve the intense suffering of the inhabitants have been attempted. It is really so to speak any relief of the sort is impossible. With the abatement of the rising waters steps will be taken at once to help those in dire distress. As usual in such cases, the poor of the various cities and towns in the path of the element are suffering the worst.

The present storm is by far the most violent of the present year, and for that matter perhaps the worst storm that has visited Northern Texas in several years. It was exceptionally severe at Fort Worth, Dallas, Wichita Falls, Denton and Abilene.

The property loss will run extremely high, but so far not even a conservative estimate can be placed on the whole. At Fort Worth alone it is figured that the storm will cause close to \$100,000 damage. When suburban points are finally heard from the loss will run much higher in that vicinity.

Reports from Mineral Wells state that Wade Owen and Ernest Stetler were drowned there. Persons are also reported drowned near Wichita Falls and Childress. At Denton an unknown man lost his life in attempting to save some household effects.

All over the storm-swept district railroads and crops have suffered heavily. Railroad traffic is practically at a standstill, as at most points bridges have been torn from their foundations by the surging flood waves. As quickly as possible the railroad people will repair the damage done. In any event, it will be many days before anything like schedule time can be maintained on any of the roads.

ANARCHY IN PERSIA.

State Apparently Helpless to Cope With Situation.

Berlin, May 26.—Advises received here are to the effect that anarchy prevails throughout Persia. As an example of the Shah's helplessness to cope with the situation, the article is cited which has been brought against the Persian newspaper Musawad, as an article stating that parts of Persian territory are in the control of brigands and revolutionists, and concluding with the following: "The governors are tyrannical, the administration is corrupt and inefficient, the taxes are in arrears, the exchequer is empty, the soldiers' wages are unpaid and the army is helpless. What is the Shah going to do in these melancholy circumstances? He devotes himself to orgies night after night until daybreak."

The newspaper proceeds to give proof of its allegations and concludes by demanding the dethronement of the Shah and the establishment of a republic.

The Shah brought a libel action, but withdrew it when the editor offered to prove the charges in detail. Following this, the walls of Teheran were covered with placards calling upon the people to assassinate the monarch.

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RABBITS FOOT MADE GOOD.

Fell Out of the Engineer's Pocket and He Stopped Train.

"A good, clever rabbit's foot, left hind," said the engineer to a New York Sun man, "one that is always on the job, is a great boon. Now, I have one that I always carry in my inside jumper pocket. I ran over a rabbit one day 'n' in the choppin' process its left hind leg was tossed through the cab window right into my lap. Of course it would be too much like temptin' fate to let a good thing like that get by, 'n' I've carried it with me on my runs ever since."

"The other day I stopped at the Junction for water with the daylight express. The boys at the roundhouse down there got to throwin' a josh into me about my rabbit's-foot protector. Some of them didn't believe it was 'true that I put so much faith into it."

"Well, I says, 'you can josh me as much as you like, but I am frank to admit that I wouldn't like to go out on the road for a trip without my 'bunch in my pocket.'

"Then they all had to have a look at it. After they had passed it around it was time for our train to leave, 'n' I carelessly stuffed it in the outside pocket of my jumper, I was in such a hurry."

"I had a heavy train, but we were right on time, so I didn't mind much, as the 1327 was just 'er dandiest 'n' we plowed along like a ice yach before a forty-mile gale. Goin' down the Ten Degree curve the 1327 slipped 'n' hobbled for a second like a fat man steppin' on a banana peel. I eased her off with the throttle a bit, stickin' my head out of the cab window to see what caused the unsteadiness on the part of the 1327. As I did the locomotive gave a little lurch 'n' I felt my rabbit's foot slidin' out of my jumper pocket. I made a grab at it, but I didn't come within a foot of it. It landed on a little ledge of the runnin' board just outside the cab. I leaned out of the window to get it. Some mysterious influence seemed to be workin' against my reachin' that rabbit's foot. In another second it bounced off to the ballast on one side of the track."

"Well, I was in a quandary for a second. However, I firmly made up my mind I wasn't goin' to lose my rabbit's foot guardian angel in that fashion. So I put on the air. As the train came to a stop I dropped back from the runnin' board 'n' dashed back after my good luck piece. As soon as the train stopped a natural curiosity rose in the minds of the passengers 'n' the train crew as to what was the matter. Jim Spratt, the conductor, asked me what was up, 'n' I just told him that I dropped something of considerable value 'n' had stopped to pick it up. A fresh guy in one of the Pullman's overheard my answer 'n' butted in as follows:

"Say, of sport, I dropped a quill toothpick from the dining car back up the road a piece. Would you mind backin' up there 'n' getting it for me? Of course we are in no hurry to get in. This near railroadn' fatigues me."

"I didn't make any reply to him, though I would have liked to give him a slam in the slats. In less time than it takes to tell it I had the train started again. I just got 'em moving about eight miles 'n' hour when I heard a crashin' of the ties 'n' the 1327 listed over to one side. Of course we were going so slow that we could almost stop in a space the size of a 10-cent piece. I dropped down to the ground again 'n' on inspectin' the track I found a broken rail. Now, wasn't that nice work for that rabbit's foot?"

So deeply was this advice impressed on her sub-consciousness that her actions the day of the fire in her home were purely automatic.

She had bought a new hat, and the room being rather poorly lighted, she used the gas-jet over her bureau as an aid to studying the new millinery achievement. Suddenly, as she was lifting the lace creation off her head, it slipped and fell directly upon the blazing gas-jet.

The expected happened. The hat was soon burning fiercely, still on the top of the gas pipe.

Mrs. Wilcox, mindful of Jack's advice, grabbed a valuable Persian rug over the floor, and spreading it carefully over the lit gas-jet and flaming hat, rushed out to the telephone.

At the doorway she collided with her maid, Estelle, who, hearing the rapid movements in the room, was coming to learn the cause.

Running over to the bureau, the girl turned out the gas, and throwing the rug on the floor, stamped out the flames which had burned a hole through the valuable tapestry.

"Why, Mrs. Wilcox," she cried, "why didn't you turn out the gas?"

"Turn out the gas?" answered her mistress. "Well, aren't you bright! I never thought of that. Jack has always told me to put a rug on a fire."

Earth's Limit of Population. It is estimated that the fertile lands of the globe amount to 28,000,000 square miles, the steppe to 14,000,000 and the deserts to 1,000,000. Fixing 207 persons to the square mile for fertile lands, ten for steppe and one for deserts as the greatest population that the earth could possibly nourish, scientists have arrived at the conclusion that when the number of inhabitants reaches 6,000,000,000 the earth will be peopled to its full capacity. At present it contains somewhat more than one-quarter of that number. If the rate of increase shown by the latest census statistics should be uniformly maintained, the globe would be fully peopled about the year 2072.

MAKING SAILOR CLOTHES.

Factory at Brooklyn Navy Yard Gets Requisition from Pacific.

The clothing factory at the Brooklyn navy yard has just received large requisitions for jumpers, overshirts, trousers and overcoats, to be delivered before May 1 at the navy yards at Mare Island and Bremerton on the Pacific coast, says the New Orleans Picayune. The local factory is the only one operated by the navy department for the navy proper. Another factory is maintained in Philadelphia for the marine corps. The navy yard factory was founded in April, 1870, by H. W. Thompson, then secretary of the navy department. At present it is under the superintendence of Paymaster Jewett, the latter of whom is in charge of the department of provisions and clothing.

The factory employs a number of cutters and inspectors, who work in building No. 31, where the factory is maintained, and about 150 men and women who work in shops outside of the yard or in their own homes. The trousers and overcoats are made almost exclusively by operatives who have shops of their own, but the various kinds of jumpers and overshirts are made by women. These are usually the wives and daughters of United States veterans. All of them are amenable to the State factory law and if they live in a tenement or apartment house must have a State license. It is a common sight at the Sands street gate every morning to see long lines of women laden with large packages returning work that has been assigned to them.

All such work done on the outside is rigidly inspected by government officers, and if properly and neatly made is passed. If for any reason a garment is rejected the government is empowered to charge the cost of the material against the operative. Women are paid from 20 to 25 cents for making jumpers, 48 cents apiece for overshirts, 10 cents per collar for taping and 2 1/2 cents for embroidering a star on the collar.

When the operative returns a finished garment, another allotment of material is made to her and she takes it home and puts it together. This material is cut and assembled ready to be sewed together.

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