

# IN THE NATIONAL HALLS OF CONGRESS

Tuesday, February 13.  
Washington, Feb. 13.—The fortification appropriation bill held the attention of the house today, and was for much heated argument, first the lax method of expenditure of the money and second over the loss of the proposed \$15,000,000 station for the Philippines.

Washington, Feb. 13.—Senator Ellerton today introduced his bill for rate regulation. The measure provides that whenever any rate, fare or charge established by any common carrier shall be unjust and unreasonable, the Interstate Commerce commission have power, after complaint and hearing, to make an order requiring the rate to be modified, so far as shall be necessary in order to remove the unreasonableness and unlawfulness. The bill shall take effect on and after a date to be specified not less than 30 days after service upon the carrier, and shall continue in effect for one year unless renewed or set aside by law or decree of court, or unless modified by a supplementary order of the commission, which may be upon application or after notice to the carrier defendant in the proceeding.

Senator Fulton today offered an amendment to the sundry civil bill appropriating \$400,000 for protecting and improving work done on the jetty at the mouth of the Columbia river. Mr. Fulton has concluded, after repeated conferences with Chairman Burt'n, of the house committee, and the senate committee, that the only possible way of securing an appropriation this session at the mouth of the Columbia is by an amendment to the sundry civil bill. There is absolutely no hope of passing a special bill, nor is there any hope of bringing through an emergency river and harbor bill to provide for a limited number of deserving projects, as was at time contemplated.

Monday, February 12.  
Washington, Feb. 12.—The senate today adopted a joint resolution introduced by Tillman from the senate committee on interstate commerce, which directs the Interstate Commerce commission to investigate the charge of discrimination and combination in relation to trade made against the railroads. It was a joint resolution, and it was passed by the house and ordered by the president before it became effective. The adoption of the resolution was preceded by a speech by Mr. Tillman, in which he practically demanded that the administration was proceeding in good faith to secure road legislation, because he was not satisfied with the president's advisers. Among these he mentioned Secretary Knox and Senator Knox. Mr. Tillman also spoke at length on the road question. He delivered a fully prepared speech, in which he took a position for governmental regulation of rates, but advised the utmost caution against too radical action. He expressed the opinion that the giving of rebates was practically the only existing in connection with the road systems of the country.

Washington, Feb. 12.—The house today had report with the bill providing for the whipping-post for wifebeaters in the District of Columbia, and then turned on the table, effectively disposing of it, by a vote of 153 to 60. A new gavel was dedicated to the memory of Lincoln, by Speaker Cannon opening the house, and the birth of the martyred president was remembered in the prayer of the chaplain.

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 yesterday as it was reported from the committee on appropriations. The bill was discussed over an amendment suggested by Patterson to strike the provision relieving alien workmen on the canal from the operation of the eight-hour day law. Patterson intended that to require men to labor more than eight hours a day in the opies 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.

Spanish Trade Growing.  
Washington, Feb. 13.—Trade of the United States with Spain and Portugal amounted in the fiscal year 1905 to over \$54,000,000, according to a report issued by the department of commerce and labor. Of this, \$15,000,000 was imports and \$19,000,000 exports. Of the imports, \$6,500,000 was from Portugal and \$8,500,000 from Spain. Of the exports, \$2,000,000 went to Portugal and \$17,000,000 to Spain. Imports from Portugal have greatly increased during the last few years, while the exports to that country have declined.

Reserve Policy Live Issue.  
Washington, Feb. 13.—Senator Heyburn's three hour speech in denunciation of President Roosevelt's forest reserve policy will probably have the effect of making forest reserves a live issue which must be met and disposed of by congress at the present session. The speech of the Idaho senator was a full and complete argument on the side of the opposition; it was severe in its arraignment; it was caustic in its criticisms.

day 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 preferential, 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.

Northwest Graduates at Annapolis.  
Washington, Feb. 14.—Raleigh E. Hughes, Portland; Frederick N. Perkins, Salem; Carroll G. Graves, Spokane; Randolph P. Scudder, North Yakima; Robert L. Ghorimley, Moscow, and Vestal P. Coffin, Boise, graduated from the Annapolis Naval academy yesterday.

Last Hearing on Yakima Land.  
Washington, Feb. 14.—Land Commissioner Ross today had a final hearing on his fight for the approval of the state Carey act selection of 55,000 acres in the Yakima valley. The case will probably be decided in a few days.

Lighthouse for Resurrection Bay.  
Washington, Feb. 14.—Senator Piles today introduced a bill authorizing the construction of a lighthouse at the entrance of Resurrection bay, Alaska, to cost \$25,000.

Railroads on the Islands.  
Washington, Feb. 14.—The bid of Solomon & Co., Cornelius Vanderbilt, J. G. White & Co., all of New York; Thomas F. Swift, Detroit, with whom is associated the International Banking corporation; H. B. Wilson and Heidelberg, Ickelheimer & Co., has been accepted by the Philippine government for the concessionary contracts or grants for the construction, maintenance and operation of railroads in the islands of Negros, Panay and Cebu. Their bid provides for full government guarantee authorized by congress.

Will Act On Exclusion Law.  
Washington, Feb. 14.—Chinese exclusion legislation was one of the subjects discussed today by the president. Representative Perkins, of New York, told the president that the matter soon would be taken up by the committee and that he had no doubt that action would be taken. He said it would be the effort of the committee to satisfy the objections now made by the Chinese, without admitting to this country Chinese coolies.

## THE RATE BILL.

Provisions of the Measure Passed by the House.

Washington, Feb. 9.—The railroad rate bill is intended and does comply specifically with the recommendations of President Roosevelt on the rate question. It gives the Interstate Commerce commission authority, when a rate has been complained of as "unreasonable" by a shipper, to investigate that rate, state whether or not it is unreasonable, and if found to be unreasonable, to name a rate, which is to be just and reasonable, and fairly remunerative, and which is to be the maximum rate to be charged.

This rate, so fixed, is to go into effect 30 days after it is announced by the commission, subject, during that time, to be set aside or suspended by the commission or by the courts. After it has gone into effect, it is to remain the rate for three years. During this time, according to the opinion that has been expressed by those who have participated in the debate, the rate may also be reviewed by the courts, and, if found to be in conflict either with the constitution by being confiscatory, it can be set aside by the courts.

Another important feature is the definition of the words "railroad" and "transportation," in a manner to include all auxiliary instrumentalities.

This power to name a reasonable rate and the inclusion of the auxiliaries within the jurisdiction of the commission, are said to be the new features. All other provisions are modifications of existing law. They include publicity of railroad methods, which is to be aided by prescribing a system of bookkeeping, and enlarging the commission to seven members and increasing salaries of members to \$100,000 a year.

## CHINESE GOOD SOLDIERS.

Minister Discusses Agitation and Preparations for War.

Berlin, Feb. 9.—General Tchang Tcheng, the Chinese minister to Germany, in the course of an interview with the Tageblatt's correspondent on the disquieting rumors from China, said that China needed reform in her head and limbs. Europe, he said, had become surprised that Japan had become greater than China, whose soldiers, and especially those in the northern part of the empire, compare physically with the Prussian guards. Money for army and navy expenses, he said, should not be considered, as the population of over 400,000,000 could easily contribute a milliard where vital interests were touched.

China, the minister continued, strongly wishes for commercial dealings with foreign countries, but prefers those without Chinese colonies. The missionaries, he added, cause hatred of foreigners by their tactless proselyting and the fighting between Protestants and Catholics.

The minister was asked if the navy and army reinforcements which the United States is sending to the Philippines in the expectation of difficulties with China might arouse the Chinese dragon. He replied:

"If the American government sends reinforcements, who can say it fears difficulties with China? It is all nonsense. I believe the armaments are prepared against somebody else; I cannot express myself more definitely."

## APPIAN WAY OF AMERICA.

Perfect Road Will Be Built Straight Across Ohio.

Cleveland, Feb. 9.—Within a year work will be begun by the National Good Roads association on a great highway extending clear across the state of Ohio, from the Pennsylvania to the Indiana line, that will be one of the finest in the world, and, like the Appian Way, will be built to last for all time to come. This is the information given out today by Colonel W. H. Moore, president of the association.

The road, which will be the first to be built across a state under the authority of an organization since the old Federal roads, will cost \$1,500,000. Of this amount, Colonel Moore says \$750,000 has already been put up by certain interests that he will not now reveal, and the remainder will be secured from the counties through which it will pass.

## Puts Down Siberian Revolt.

St. Petersburg, Feb. 9.—General Linievitch, commander of the Manchurian armies, telegraphed to the emperor yesterday as follows: "General Rennenkampf entered Chita, Transbaikalia, February 5, without bloodshed. The inhabitants of the town have been disarmed and work has been resumed. Two hundred of the revolutionists have been arrested, but a number of the leaders fled. General Heisejoniokoff, the military governor of Chita, has been relieved of his post for inaction."

## Irrigation Congress Dates.

Boise, Idaho, Feb. 9.—Tuesday at a joint meeting of the directors of the chamber of commerce and the Commercial club, it was decided that the dates for the meeting of the National Irrigation congress should be September 10 to 15. This action is subject to the ratification of the executive committee of the congress, but it is customary to ratify the choice of the people where the congress is to be held in the matter of dates.

## Agree on Customs Duties.

Algiers, 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 questions of increasing the general rate to 12½ per cent ad valorem. Morocco wants state monopoly on tobacco.

## RAILROADS GIVE UP

Cannot Withstand Public Hostility on Rate Question.

## ATTACKS COME FROM ALL SIDES

Denunciations of Pennsylvania Railroad Merger and of Coal Roads Cause Alarm.

Washington, Feb. 10.—It is apparent that certain railroad interests have become alarmed over the decided anti-railroad agitation that is manifesting itself in congress and in several states, and that their friends in the senate have been appealed to to settle upon the best rate bill they can get and get it before the senate for action. It is said that the railroad interests at large have become astounded over the opposition that has developed to them throughout the country, and that many of them realize that graver problems than the fixing of a disputed rate confront them if something is not done to allay the spirit of hostility.

Some of the magnates believe that if they can get the members of the committee on interstate commerce of the senate together on a bill at once it will stop the agitation that is each day growing stronger against what are characterized as "railroad lobbies" in various states.

The denunciation of the railroad trust in West Virginia by Governor Dawson in a letter to the senate, the offering of a resolution in Pennsylvania to investigate coal-operating roads and the determination of many members of congress to secure an investigation of the alleged trust formed by the Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio and Norfolk & Western, have excited fear among the friends of railroads that a remorseless crusade against them is about to begin.

Chairman Elkins, of the interstate commerce committee of the senate, who favors the railroad interests, and Senators Clapp and Dooliver, who have been fighting for action, held a private conference of several hours this afternoon. It is believed a basis of compromise is being considered.

## STILL RELY ON RELIANCE.

Will Be Converted to Suit Terms of Next Yacht Race.

New York, Feb. 10.—In discussing the possibilities of a challenge for the America's cup from Sir Thomas Lipton or any foreign source, and the probable course of the New York Yacht club, on receipt of such a challenge, says today's Times, the astonishing statement was made by a prominent member of the New York club yesterday that the Reliance would be used in all probability as the defender of the cup, even though the challenge called for a race with schooners, as has been suggested, and that to meet these conditions she would be converted, as it is a perfectly practical suggestion and meets Sir Thomas' and any other challenges at every point.

If a 70-foot sloop, as suggested by Sir Thomas, is named as the challenger, the challenge will be accepted and the Reliance will be used as the challenge boat, in spite of the big allowance she would have to give. If a 110-foot schooner is named, the Reliance will be converted and will be still the defender. If a 90-foot sloop is named, it will, of course, be the Reliance which will cross the line as the defender of America's priceless trophy. Under old rules or under new, the Reliance is looked upon as capable of successfully defending the cup and will remain the club's Reliance.

## Poaching on Fund.

Washington, Feb. 10.—To the surprise of many senators, the Hansbrough bill setting apart \$1,000,000 out of the reclamation fund for the drainage of swamp lands in North Dakota slipped through the senate today. Several Western senators were vigorously opposed to taking any money out of the reclamation fund to drain swamp lands and it was their purpose to oppose this bill, but it was called up when the senate was virtually empty and went through without opposition. It will be fought in the house.

## Relieve Forest Settlers.

Washington, Feb. 10.—The house passed a bill providing that settlers within forest reserves who have relinquished title to their land since the lien law was repealed may recover title to their original holdings. As matters now stand, these settlers can neither make lien selection nor recover the land which they relinquished. The house refused to pass a bill permitting settlers of this class to perfect their lien selections.

## Grain Trust Ordered Dissolved.

Lincoln, Neb., Feb. 10.—A decision adverse to the Nebraska Grain Dealers' association was handed down today by the Supreme court, which orders the association dissolved. It had been alleged that the association fixed prices, leaving the farmers to take what was offered.

## A CURIOUS BRIDGE IN IRELAND.



The interesting structure shown in the picture spans a ravine on the Irish coast near Belfast. The north coast of the Emerald Isle is very broken, and in many places the public highways are maintained with the greatest difficulty on account of the winter freshets. So many ordinary bridges have been carried away by the storms that much ingenuity has been exercised in order to secure permanence. One of the latest is this skeleton structure of steel hoops firmly secured at both ends with anchors of the same metal.

## ROSE FROM POVERTY.

H. H. Rogers, Standard Oil Magnate, Was Once a Newsboy.

Henry H. Rogers, "the piston rod of the Standard Oil engine," rose to his present commanding position in the world of finance from the work of a newsboy in the village of New Bedford, Mass. But there were members of his family in the town of Fairhaven, Conn., where he was born, who needed his help and he found a job as delivery boy in a grocery at \$3 a week and board. He sent the \$3 home and after five years of service became head clerk. To this day he recounts to his intimates his rise to a salary of \$8 a week as the proudest achievement of his life.

New Bedford at that time, for Henry H. Rogers is now nearly 70 years old, was the home port for fleets of American whalers and the sperm oil traffic was large, kerosene being unknown. Young Rogers knocked about the whalers and oil refineries with his eyes open and with an increasing appreciation of the commercial value of oil. Then came the discovery of coal oil in Pennsylvania, an event that instantly took the life out of the sperm oil industry. Rogers joined the rush to the oil fields and found profitable employment. Here he began to give evidence of the genius for organization and executive ability that carried him to his present position, where he may defy States with impunity. With astonishing grasp of the possibilities of the oil trade he proposed to the big operators one plan after another for the saving and marketing of the products of the wells, and many of these ideas were adopted.

Mr. Rogers has not been known as one of the nation's very rich men who have gone in for any special form of charity or philanthropic work. His sentimental fondness for the town of his birth, however, has been evidenced by his lavish expenditure of money for Fairhaven. Fifteen years ago he began to make Fairhaven famous by donating a school house costing \$100,000. Two years later his children, three daughters and a son, built a library as a memorial to a sister, stocked it with books, statues, pictures, and endowed



H. H. ROGERS.

It with \$100,000. In 1893 Mrs. Rogers, now dead, presented Fairhaven with a Town Hall costing \$250,000. His country home at Fairhaven cost him more than \$1,000,000, and is one of the show points of New England.

But nothing he ever did in or for the town of his birth created the sensation he made when, in 1896, he made a trip to Fairhaven and presented a petition to the selectmen that he be made superintendent of streets. The salary was \$3 a day and the work more than any man of millions would want to give it. He was promptly elected "super," to the consternation of the first families of Fairhaven and to the disgust of most of the other families, each of which had a member that wanted the job himself. Previous to that time the streets of the town had been neglected. Mr. Rogers was an enthusiastic wheelman. Thus, in a small way, he was being thwarted in a desire. With characteristic promptness he applied the same aggressive methods in this as in a deal involving tens of millions. On his election as super he got out the snow plows and kept the streets clear of snow. This was followed by a general cleaning up, repairing and overhauling of the streets when the weather permitted. He gave Fairhaven the best streets boasted by any New England town.

## PRESIDENT OF FRANCE.

Grandson of a Blacksmith Now Head of Republic.

M. Fallieres, the man who was elected President of France to succeed M. Loubet, is of extremely humble origin. His father was a magistrate's clerk and his grandfather a blacksmith, whose forge and cottage, propped up against the walls of the Cathedral of Mezzin, have only recently disappeared. Fallieres, who has been President of the Senate, has a stainless political record. He has managed to keep him-



M. FALLIERES.

self free from all scandals, notably that of Panama, which tarnished the reputations of so many public men in France. On the other hand, he is without any striking individuality, conveys the idea of lack of backbone, and has offended a number of people by his weakness for the pomp and ceremony of office and for aristocratic associations. He will probably be an entirely passive executive of the will of the Chambers of the National Legislature. He is terribly fat, not particularly decorative, and will in his fondness for the trappings of his high estate at the Elysee Palace recall many of the amusing idiosyncrasies of poor Felix Faure.

## ONE ON COLONEL BRAGG.

Judge Robinson Uses the Retort Courteous in Making up Quarrel.

Some years ago in Alabama one of the most talented lawyers practicing in the South was the late Colonel Bragg, but he had a peppy temper. Not only did Colonel Bragg's disposition involve him from time to time in serious differences with his colleagues but it also led him to break off amicable relations with a Judge Robinson, a most estimable jurist, who, while presiding over a suit in which Bragg was interested, had by his decision incurred the resentment of the advocate. So for a long time the colonel declined even to speak to the Judge, save when it was absolutely necessary in the course of business.

Finally, however, his better nature getting the upper hand, Colonel Bragg determined to apologize to Judge Robinson and endeavor to effect a renewal of their former comparatively pleasant relations. Meeting the judge one afternoon on the steps of the State house, he impulsively thrust out his hand and said:

"See here, Judge, let's be friends again. This thing has gone on long enough."

"Why—er, Bragg," asked the judge in the meekest and mildest way imaginable, "what's the matter?"

"Simply this, Judge," continued the fiery Bragg, "I admire you so immensely that I cannot for my life be content to remain on bad terms any longer. I felt that I must speak to you."

"Why—er, Bragg," piped the judge in the thinnest of voices, a well-feigned look of astonishment on his face, "why—er, Bragg, haven't you been speaking to me?"

At this the lawyer wilted.—Lippincott's.

## Ticklish Subject.

"I like to call on Miss Elderleigh." "For goodness' sake, why?" "Because she never bores me talking about things that happened when she was a little girl."—Cleveland Leader.

Two of life's urgent requisites are good health and a little more money.