

IN THE NATIONAL HALLS OF CONGRESS

Thursday, December 21.

The senate was in session but a little more than an hour today. Of this time only about a half hour was legislative in character.

The credentials of Gearin, of Oregon, were presented and the senator sworn in.

The bill extending for one year the time allowed for building the Council City & Solomon River railroad in Alaska was passed.

Adjournment was taken until January 4.

There was but a ten-minute session of the house today, when the holiday adjournment until January 4 was taken. Two speeches, one attacking and the other defending the cotton crop estimates of the government, were to have been made, but permission was granted to print these speeches in the Record.

Wednesday, December 20.

The senate adopted a motion recalling its confirmation of canal commissioners. It is understood that the object of the move is to permit a protest against Chairman Shonts holding a position on the commission and the presidency of the Clover Leaf railroad at the same time.

The only notable feature of the open session today was a brief discussion on the question of railroad legislation by Foraker and Culberson.

The house continued to "shoot clay pigeons" today, as one member remarked, and debate on several topics continued for five hours. The general debate which has been in progress for several days ended with today's session, and tomorrow the session will be brief.

The house agreed on the conference report on the Panama canal appropriation bill.

Just before adjournment a bill was passed extending until 1909 the time in which the 50 miles of railroad from Council City to Solomon, Alaska, may be completed.

Payne gave notice that the Philippine tariff bill will be called up for consideration January 4.

Needham, of California, introduced a bill providing for the repeal of the Cuban reciprocity treaty. He said the treaty had resulted in serious loss of revenue, as the Cubans buy extensively in the United States, and does not give Americans an opportunity to get anything in return for the reductions in tariff on Cuban products.

Tuesday, December 19.

The senate today accepted the Panama canal emergency appropriation bill as originally passed by the house.

Heyburn made a new move in his fight on forest reserves by introducing a resolution calling on the secretary of agriculture for a statement of receipts and expenditures made by the forest service, also the amount of school land included in forest reservations.

Fulton introduced a bill to relieve bona fide settlers on Northern Pacific lands where such settlements were made subsequent to January 1, 1898.

A large list of appointments were confirmed.

Senator Dolliver introduced his rate bill today. It authorizes the commission to fix and enforce a maximum and reasonable rate, to go into effect 30 days after notice. The commission also provides for seven members.

The house continued debating the insurance question today. The day was passed without legislation and ended with an amusing debate on the question of the appointment of a janitor at \$60 per month to the reception room on the minority side of the chamber. In the end the janitor was not appointed.

The house committee on ways and means favorably reported Payne's bill admitting all Philippine products into the United States free, excepting sugar and tobacco, which are to pay 25 percent of the Dingley rate until 1909, when they are also to go on the free list.

Monday, December 18.

The canal emergency appropriation bill was received in the house from the senate. Discussion of this was followed by another debate on insurance matters. The house disagreed to the amendments to the canal bill and sent it to conference.

Hale and Teller were named as the senate conferees on the canal bill. The senate in the afternoon took up

the house ship subsidy bill, which makes it the unfinished business before that body.

A joint resolution was adopted providing for adjournment from December 21 to January 4.

Dolliver has a new rate bill which he will introduce soon as a substitute for all measures now pending.

Committee Places Filled.

Washington, Dec. 20.—Northwestern senators were assigned committees today. Miles, in addition to the chairmanship of coast and insular survey, goes on interoceanic canals, pensions, territories, Canadian relations and examination of the civil service. Heyburn, in addition to his old committees, goes on immigration and public buildings. There are several minority places vacant, from which assignments will be made for Gearin. They are forest reservations, pensions, industrial expositions, national banks and claims.

Oppose the Joint Bill.

Prescott, Ariz., Dec. 20.—At the close of the annual banquet of the Northern Arizona Bar association, a strong resolution was unanimously adopted declaring its unalterable opposition to the joint statehood bill and instructing the secretary to forward a copy, with the signature of each member attached, to Speaker Cannon, Delegate Mark Smith and Congressmen Hamilton, Tawney, and Adams, and Senators Foraker, Flint and Perkins. Strong speeches denouncing the bill were made.

Charter for Alaska Cable.

Washington, Dec. 20.—Senator Fulton today introduced a bill authorizing the North American Telegraph & Cable company, incorporated in the state of Washington, to construct telegraphic cables from the coast of Washington to Alaska, the Aleutian island, Siberia, Manchuria, China, Japan and the Philippines and requiring the operation of the cable within five years. Among the directors of the company are prominent Northwestern men.

Abandon Malheur Project.

Washington, Dec. 20.—Secretary Hitchcock today called on the Reclamation service to show why the Malheur irrigation project should not be abandoned. It is believed that this is a preliminary step to be followed by the withdrawal of engineers from that country, leaving Malheur county to private enterprise.

Take Duty Off Ship Material.

Washington, Dec. 20.—Representative Williams, of Mississippi, today introduced a bill to place on the free list beams, angle-irons, rivets, shaftings, propellers, castings and other material imported for use in construction of American ships.

No Interest in Black Sand.

Washington, Dec. 20.—The house today refused to consider a resolution to ask the secretary of the interior the results of experiments in ascertaining the mineral value of black sand.

NEW BUILDINGS IN RUINS.

Two Great Railway Terminals on the Hudson River Burned.

New York, Dec. 22.—The Delaware, Lackawanna & Western railroad, which a few months ago suffered the loss of its Hoboken terminal buildings by fire, sustained a still heavier loss today, when the new ferry terminals of steel frame and supposedly fireproof construction, at the foot of West Twenty-third street, Manhattan, were burned to the ground. Workmen were putting the finishing touches on the building when the fire started, shortly before the noon hour.

The flames quickly communicated to the new ferry house of the Central Railroad of New Jersey, which, with the Lackawanna terminals, was considered the finest ferry building in the East, and this structure also was almost totally destroyed.

Japan Will Pay Off Bonds.

New York, Dec. 22.—S. Uchida, consul general of Japan in New York, received today a cablegram from the Department of Finance at Tokio to the effect that \$50,000,000 of the fourth exchequer bonds, bearing 6 per cent interest, will be paid off as follows: \$20,000,000 in March, \$20,000,000 in April, and \$10,000,000 in May, 1906.

Warships Prevent Riots.

London, Dec. 22.—According to official advices received here today from Shanghai, it is believed that the situation, while most unsatisfactory, can be controlled by the warships already there. The only danger is that disaffection may spread to the interior. It is thought that it will not be necessary to send troops, as the Chinese government is taking precautions to prevent an uprising. The foreign office has disapproved the action of the British assessor in confining Chinese women prisoners in a foreign jail.

Million Dollars for Dowry.

San Francisco, Dec. 22.—A granddaughter of Senator W. A. Clark, of Montana, was born this morning at San Mateo, the parents being Mr. and Mrs. Charles W. Clark, the mother having been Miss Celia Tobin, of this city. When informed of the birth of the baby, Senator Clark announced that he would immediately give the little girl a dowry of \$1,000,000, following the example set by himself at the birth of his first grandchild.

May Compensate Idaho.

Washington, Dec. 20.—As a result of a conference with Governor Gooding, the president and Gifford Pinchot will probably advocate the passage of a bill permitting Idaho to relinquish to the government all school sections embraced in forest reserves and select in lieu a compact tract of equal area. In case the state wishes for timber land, Mr. Gooding asks that it may take a slice of the best timber out of some forest reserve.



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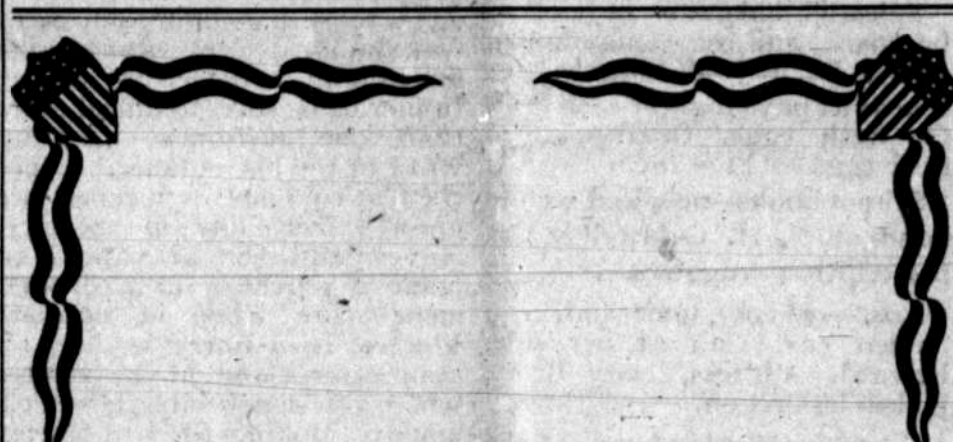
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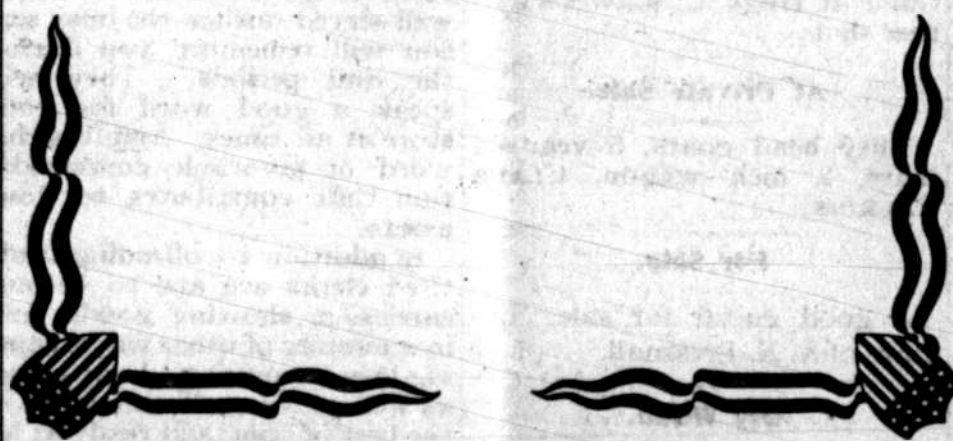
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Leaves Corvallis..... 1:05 P.M.
Arrives Vancouver..... 5:05 P.M.

No. 1 Returning—
Leaves Vancouver..... 7:15 A.M.
Leaves Corvallis..... 11:05 A.M.
Arrives Albany..... 12:15 P.M.

No. 3 for Albany-Detroit—
Leaves Albany for Detroit..... 7:00 A.M.
Arrives Detroit..... 12:00 P.M.

No. 4 from Detroit—
Leaves Detroit..... 1:30 P.M.
Arrives Albany..... 6:30 P.M.

No. 5 for Albany—
Leaves Corvallis..... 6:30 A.M.
Arrives Albany..... 7:10 A.M.

No. 6 for Corvallis—
Leaves Albany..... 2:40 P.M.
Arrives Corvallis..... 3:30 P.M.

No. 7 for Albany—
Leaves Corvallis..... 4:00 P.M.
Arrives Albany..... 4:50 P.M.

No. 8 for Corvallis—
Leaves Albany..... 5:15 P.M.
Arrives Corvallis..... 6:05 P.M.

Train No. 9 arrives in Albany in time to connect with the S. P. south bound train.

Train No. 2 connects with the S. P. trains at Corvallis and Albany, giving direct service to Newport and adjacent localities.

Train No. 3 leaves Albany for Detroit at 7:00 a. m., arriving there in ample time to reach the Breckenridge Hot Springs the same day.

Train No. 4 between Albany and Detroit connects with the Eugene Local at Albany, also with Local from Corvallis.

Train No. 5 leaves Corvallis at 6:30 a. m., arrives at Albany at 7:10 a. m., in time to catch Eugene Local for Portland and train to Detroit.

Train No. 6 leaves Albany for Corvallis at 2:40 p. m., after the arrival of a P. northbound train.

Train No. 7 leaves Corvallis at 4:00 p. m., arrives in Albany at 4:50 p. m., in time to connect with Local for Eugene and way points.

Train No. 8 leaves Albany for Corvallis at 5:15 p. m., after the arrival of the S. P. Local from Portland.

For further information apply to
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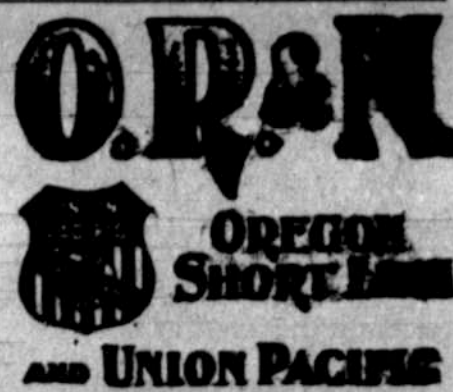
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