

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 preferences, 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 was, 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 Algeiras 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 8 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 irrigated tracts and requiring the secretary of the interior to sell water rights in such towns 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.



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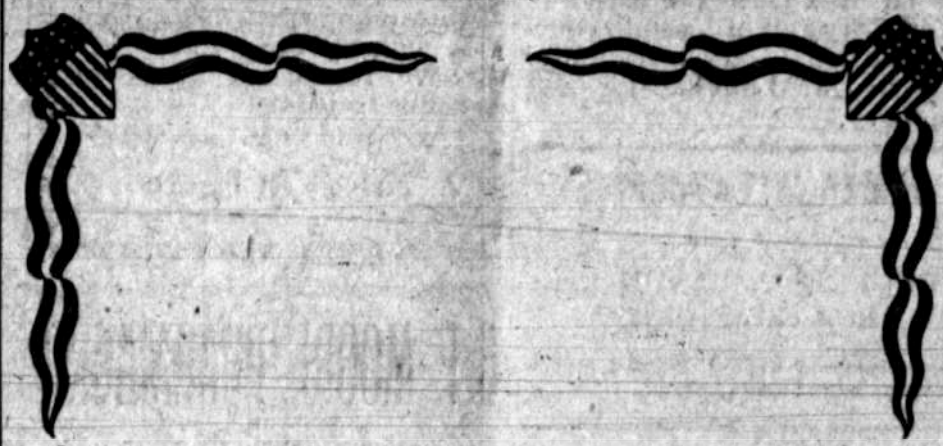
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Arrives Yaguina..... 6:00 P M

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No. 3—
Leaves Albany for Detroit..... 7:30 A M
Arrives Detroit..... 12:40 P M
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Arrives Albany..... 6:40 P M

Trains for Corvallis

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Arrives Corvallis..... 8:35 A M
No. 10—
Leaves Albany..... 2:30 P M
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No. 6—
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Arrives Corvallis..... 8:15 P M

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Arrives Albany..... 7:10 A M
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No. 7—
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No. 11—
Leaves Corvallis..... 11:30 A M
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Leaves Corvallis..... 6:00 P M
Arrives Albany..... 6:40 P M

No. 8—
Leaves Albany..... 7:55 A M
Arrives Corvallis..... 8:35 A M

No. 12—
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No. 6—
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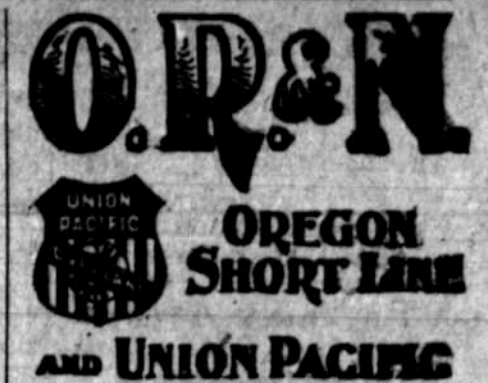
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