

IN THE NATIONAL HALLS OF CONGRESS

Thursday, February 15.

Washington, Feb. 15.—The senate today passed the consideration of the joint statehood bill and for an hour and a half listened to a speech by Dick in support of the bill as reported from the committee on territories.

The bill prohibiting the unauthorized wearing of the insignia of the G. A. R. and other soldier organizations was passed.

Bills were passed establishing light-houses and fog signals on Cape Hinchinbrook island, William sound and Cape Spencer, Cross sound, in Alaska.

Washington, Feb. 15.—"Morning hour" prevailed in the house today until after 5 o'clock. The net result was the passage of a bill to increase to \$30,000 a year the Federal appropriation to each state and territory for the support of agricultural experiment stations and a bill repealing the present law granting American register to foreign ships wrecked and repaired on the American coast in the discretion of the secretary of the department of Commerce and Labor, and requiring a special act of congress to grant such register.

The feature of the day was the attempt of Payne, chairman of the ways and means committee, to get his bill for the consolidation of customs collection districts. A furious opposition developed and by a roll call a large majority voted against considering the bill. Again, when the experiment station bill came up, the debate reverted into the Payne bill, and it was with difficulty that it could be brought to an end.

An indirect compliment was paid to Longworth by a vote to adjourn today until Monday, although nothing will appear in the record of its purpose.

Wednesday, February 14.

Washington, Feb. 14.—At a few minutes after 6 o'clock today the senate cast its final ballot on the subsidy shipping bill, which was passed by a vote of 38 to 27. All the votes for the bill were by Republican senators, and five Republican senators voted with the Democrats in opposition. They were Burkett, Dolliver, La Follette, Spooner and Warner. The vote on the bill was preceded by action on a number of amendments, and this by an entire day of debate. Many important amendments were accepted, but only in one case was a modification agreed to that was not in accordance with the wishes of the managers of the bill. The exception was on an amendment offered by Spooner eliminating the provision giving half pay to members of the naval reserve who have served less than six months.

When the shipping bill was disposed of the statehood bill was made the unfinished business.

Washington, Feb. 14.—After spending almost the entire day in debate on the fortification bill, that measure was passed by the house today.

Tuesday, February 13.

Washington, Feb. 13.—The fortifications appropriation bill held the attention of the house today, and was the text for much heated argument, first over the lax method of expenditure of public money and second over the location of the proposed \$15,000,000 naval station for the Philippines.

Washington, Feb. 13.—Senator Elkins today introduced his bill for railway 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 shall have power, after complaint and hearing, to make an order requiring such rate to be modified, so far as shall be necessary in order to remove the unreasonableness and unlawfulness. The order 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 restrained or set aside by lawful order or decree of court, or unless revoked or modified by a supplementary order of the commission, which may be made 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 preserving work done on the jetty at the mouth of the Columbia river. Mr. Fulton has concluded, after repeated conferences with Chairman Burton, of

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.

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 house committee, and the senate leaders, that the only possible way of getting an appropriation this session for 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 putting through an emergency river and harbor bill to provide for a limited number of deserving projects, as was at one time contemplated.

Monday, February 12.

Washington, Feb. 12.—The senate today adopted a joint resolution reported by Tillman from the senate committee on interstate commerce, which directs the Interstate Commerce commission to investigate the charge of discrimination and combination in restraint of trade made against the railroads. It was a joint resolution, and must be passed by the house and signed by the president before it becomes effective. The adoption of the resolution was preceded by a speech by Tillman, in which he practically charged that the administration was not proceeding in good faith to secure railroad legislation, because he was not satisfied with the president's advisers. Among these he mentioned Secretary Root and Senator Knox.

Lodge also spoke at length on the railroad question. He delivered a carefully 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 evil existing in connection with the railroad systems of the country.

Washington, Feb. 12.—The house today had sport with the bill providing for the whipping-post for wifebeaters in the District of Columbia, and then laid it 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 in opening the house, and the birthday of the martyred president was remembered in the prayer of the chaplain.

Pacific Coast Protests.

Washington, Feb. 16.—Serious opposition from Pacific coast interests has developed to the Cushman bill providing for new fishing regulations for Alaska. The house committee on territories is now considering the bill and today six Pacific coast senators and a number of representatives appeared before it and asked that the hearing be kept open until parties interested can reach here from the coast to be heard in opposition to it.

The principal point of objection is that the bill gives to the department of Commerce and Labor power to make suitable regulations. It is claimed the department would be absolute in this matter, and that any changes in the existing regulations would work hardship, if not ruin, to the salmon fishing industries.

Why No Statue of Lafayette?

Washington, Feb. 16.—The attention of Secretary Root has been called to the delay in completing the bronze statue of General Lafayette at Paris, for which a large sum of money was raised in this country, to take the place of the plaster cast placed on the pedestal during the exposition of 1900. It is understood that Mr. Root has started an investigation. The daughters of the American Revolution are interesting themselves in the matter.

Northwest Graduates at Annapolis. Washington, Feb. 14.—Raleigh F. Hughes, Portland; Frederick N. Perkins, Salem; Carroll G. Graves, Spokane; Randolph P. Scudder, North Yakima; Robert L. Ghormer, 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.

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 arraignments; it was caustic in its criticisms.

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	Arrives Albany.....	12:15 P M
No. 2—	Leaves Albany.....	12:45 P M
	Leaves Corvallis.....	1:45 P M
	Arrives Yaquina.....	6:40 P M

Trains to and from Detroit

No. 3—	Leaves Albany for Detroit.....	7:50 A M
	Arrives Detroit.....	12:40 P M
No. 4—	Leaves Detroit.....	1:00 P M
	Arrives Albany.....	6:40 P M

Trains for Corvallis

No. 5—	Leaves Albany.....	7:55 A M
	Arrives Corvallis.....	8:35 A M
No. 10—	Leaves Albany.....	2:30 P M
	Arrives Corvallis.....	3:10 P M
No. 6—	Leaves Albany.....	7:55 P M
	Arrives Corvallis.....	8:15 P M

Trains for Albany

No. 5—	Leaves Corvallis.....	6:30 A M
	Arrives Albany.....	7:10 A M
No. 9—	Leaves Corvallis.....	12:40 P M
	Arrives Albany.....	1:25 P M
No. 7—	Leaves Corvallis.....	6:30 P M
	Arrives Albany.....	6:40 P M

Regular Sunday Trains

No. 5—	Leaves Corvallis.....	6:30 A M
	Arrives Albany.....	7:10 A M
No. 11—	Leaves Corvallis.....	11:30 A M
	Arrives Albany.....	12:15 P M
No. 7—	Leaves Corvallis.....	6:30 P M
	Arrives Albany.....	6:40 P M

No. 8—	Leaves Albany.....	7:55 A M
	Arrives Corvallis.....	8:35 A M
No. 12—	Leaves Albany.....	12:45 P M
	Arrives Corvallis.....	1:35 P M
No. 6—	Leaves Albany.....	7:55 P M
	Arrives Corvallis.....	8:15 P M

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