

IN THE NATIONAL HALLS OF CONGRESS

Saturday, May 12.

Washington, May 12.—The senate proceedings today were devoted exclusively to the consideration of the railroad rate bill, and they included many interesting and some sensational features. The actual accomplishments of the day consisted in the completion of the consideration of the Allison amendments, covering the question of review by courts of the orders of the Interstate Commerce Commission.

There were several of these provisions and all were accepted as presented or suggested by the Iowa senator, showing an almost perfect agreement among Republican senators. Indeed, one of the noteworthy features of the day was the practical unanimity of the Republicans. They not only voted almost solidly for the Allison amendments, but were just as nearly united against opposing propositions. When an adjournment was reached, there was still prospect of the continuance of the debate for next week.

Friday, May 11.

Washington, May 11.—After passing 320 pension bills, the house today devoted much time to considering a point of order made by Tawney against an appropriation for a new steel floating drydock, provided in the naval appropriation bill. The chair held the point of order well taken, in a carefully prepared opinion.

Hepburn, of Iowa, made a vigorous attack on the court martial system of the navy, especially criticizing the officers responsible for the accidents that have happened to ships of the navy.

A point of order against the appropriation for the naval training station at Lake Bluff, Illinois, was pending when the house adjourned until Monday.

Washington, May 11.—Bailey's non-suspension amendment, applying to orders of the Interstate Commerce commission as covered by the railroad rate bill, which has occupied so much of the attention of the senate in connection with that bill, was today adversely disposed of by the decisive vote of 23 to 54, practically a party vote.

An amendment by Rayner confining the court review to constitutional questions was also voted down. A number of other amendments were rejected.

An amendment limiting to two years the life of the commission's orders was adopted.

Thursday, May 10.

Washington, May 10.—In connection with the consideration of the railroad rate bill by the senate, La Follette today attempted to secure the imposition of imprisonment for violations of the provisions of the Interstate Commerce law. He proposed terms from one to five years, in addition to fines from \$1,000 to \$20,000 for unjust discrimination, for false representation to secure business at less than the established rate.

After much discussion an amendment was adopted restoring the penalties of the old law.

Washington, May 10.—Shells and projectiles for the Navy department will, after June 30, 1906, be purchased by the bureau of Ordnance in the open market, instead of, as now the practice, in secret markets from firms engaged in the manufacture of these articles. This change in existing conditions was brought about through the efforts of the chairman of the appropriations committee, Tawney, of Minnesota, who offered an amendment to the naval appropriation bills which the house had under consideration today.

Wednesday, May 9.

Washington, May 9.—The senate spent the greater part of the day again in the consideration of the question of divorcing the production of coal and other commodities from their transportation, and closed that branch of its work by adopting a modified provision formally offered by Elkins, but originally suggested by McLaurin. There was again much sparring over parliamentary points, but there was at no time as much confusion as on Tuesday, and, when the coal question was finally closed, the progress was so rapid that the first section was entirely disposed of before the senate adjourned. Other amendments were also adopted, but a long and short-haul provision suggested by La Follette was voted down by practically a party vote, all but two Republicans voting against the amendment.

May Vary Size of Farms.

Washington, May 8.—The house today passed the bill authorizing the secretary of the interior to fix farm units on government irrigation projects anywhere from 10 to 160 acres, according to the productivity of the soil and the kinds of crops that can be raised. The bill contains a provision authorizing the sale of lots in the townships of Rupert, Heyburn and Sherrill, Idaho, the expenses to be defrayed from the reclamation fund. Until this bill passes, these lots cannot be sold, for the land office has no funds to sell them under the general townsite laws.

Yellow Macaroni Is Barred.

Washington, May 8.—The department of agriculture today announced that inspection of recent importations of macaroni, noodles, and similar products, contain chemical preservatives, such as fluorides, which are regarded as injurious to health, and that after June 1 next no importation of macaroni colored with marigold yellow, or other colors forbidden by the Italian law, or preserved with fluorides or other preservatives injurious to health, will be permitted.

Washington, May 9.—Nearly the entire time of the house was today taken up by two propositions—first, whether the navy department should go into the open market and purchase anchors, chains and cordage, or continue to manufacture these articles in the government navy yards, as is now done; and, second, whether the cost of transporting coal from Atlantic and Gulf ports to the Philippines in American bottoms should be limited to \$5 or \$6 per ton.

On the first proposition a substitute was adopted, giving the secretary of the navy the right to purchase these articles in open market if a saving could be made.

The second proposition did not carry.

Tuesday, May 8.

Washington, May 8.—Aside from a few minutes devoted to the reception of the Allison amendments to the railroad rate bill and a half hour given to routine business, the senate devoted its entire session today to the ineffectual consideration of the Elkins amendment, prohibiting common carriers from engaging in mining coal or in the production of other commodities in competition with shippers, and adjourned at 5 p. m. in a state of great confusion as to the exact subject before it. The disorder was due to the fact that a number of substitutes for amendments to the original amendment were introduced. During the day, the senate decided in the affirmative the disputed point that under the agreement the chair can entertain a motion to lay on the table. It refused, however, by a vote of 29 to 47 to lay the Elkins provision on the table. That amendment and the various motions will therefore be in order when the rate bill is taken up tomorrow.

Washington, May 8.—The House of Representatives devoted the day to the naval appropriation bill, and accomplished the reading for amendment of the first 15 pages. During this time several topics incident to the measure were discussed, including the difficulty of obtaining enlisted men in the navy, the location of the naval training station on the Great Lakes, the cost of smokeless powder, and finally the expenditure of 200,000 a year for chains for ships. This last matter was under consideration when the House adjourned.

The army appropriation bill was sent to conference with all of the Senate amendments disagreed to.

Monday, May 7.

Washington, May 7.—The senate today spent the major portion of its time in one amendment, but instead of accepting it, adopted a substitute. The provision which was made the basis of the discussion was that suggested by Foraker prohibiting the granting of rebates, passes, drawbacks, or special rates to passengers on railways and also prohibiting discrimination in the way of accommodations where equal rates are paid.

The discussion took a broad range, covering first the pass question and then the race question in the Southern States. The race issue was raised in connection with the clause relative to discrimination, which was interpreted as referring to separate cars for the races, and it called out very warm protests from Bacon, Money, Culberson and other Southern senators.

The following were among the bills passed:

To authorize the Minnesota, Dakota & Pacific Railroad Company to construct a bridge across the Missouri river.

Granting to the Chicago, Milwaukee & St. Paul Railway Company the right of way through the Fort Keogh military reservation, Montana.

To punish the cutting, chipping or boxing of trees on the public domain.

To amend an act concerning leases in the Yellowstone National Park.

To provide for the subdivision and sale of certain land in the state of Washington.

For the relief of certain entrymen and settlers within the limits of the Northern Pacific Railway land grant.

To amend the act to provide a government for the territory of Hawaii.

Navy Men Did Well.

Washington, May 8.—Acting Secretary of the Navy Newberry has laid before the president a report of cases of gallantry and signally efficient performances of duty by officers and men of the navy in connection with the San Francisco disaster. The data were collected by direction of the president, and the acting secretary's report embodies extracts from letters and telegrams from Rear-Admiral Goodrich, commander-in-chief of the Pacific squadron; Rear-Admiral B. H. McCalla, and Lieutenant-Commander Henry C. Haines, of the marine corps.

Cuba Wants Better Terms.

Havana, May 8.—A sub-committee of the joint committees of all the commercial and industrial associations of Cuba has submitted to the full committee a report on the general basis for the negotiations for a new commercial treaty with the United States. It is understood the full committee approves of the report. It is said the report asks for more favorable treatment for sugar, for which Cuba would be willing to give more favorable treatment to American cottons and food products.

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