

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 preferentials, the long and short haul, free passes, court procedure, whole rate bills and parts of bills, but all "sent 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 German, 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, he said, is 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 Algerias 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 3 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.

Saturday, February 3.
 Washington, Feb. 3.—Various phases of the railroad rate question were threshed over in the house today in the course of nine speeches which occupied six and a half hours. This concludes the fifth day of the discussion, but the end is not yet. Many members on both sides of the house desire to record their views and general debate will be allowed to continue. Representative Randall today offered a bill that he will offer as an amendment. It makes stringent provisions against the giving or accepting of railway passes or favors by senators, congressmen and judges. He proposes a fine of not less than \$1,000, or imprisonment for not less than one year, or both, and disqualification from ever again holding public office. The agent or official of the company giving the pass or favor, upon conviction, is to be fined not less than \$100, nor more than \$1,000, or imprisoned for not less than six months nor more than one year, or both.

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 irrigation 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.

LEASE RANGE LAND.

Day of Small Cattlemen Is Near at Hand in West.
 Washington, Feb. 6.—The time is unquestionably coming when congress will authorize the leasing of that part of the public domain, suitable for grazing, but not at the present session. The tendency of the times is to break down the large stockmen who have dominated the public range in times past and to protect and encourage the small stockowner. The cattle baron of the past, like those of his number who still survive, had little interest in the public welfare. His was a war of extermination on the small stockman; he had no care for the future; he looked only to the profits of today. The result has been that, when allowed full swing, he has demolished all competition, he has ruined the public range, and has grown rich to some extent at public expense.

But this order of things is coming to an end. The Roosevelt administration is no lover of the wanton cattle baron. It prefers to see the West filled with small stock owners, and good citizens; they have an interest in the public welfare; they exert an influence for good, and it is the purpose of the administration to help them as far as possible. But the process of evolution must be slow; it cannot be accomplished in a day. One of the most effective means of protecting the small stockowner is to adopt a system of leasing the public grazing lands and exerting a government control which will preclude monopoly and give the settler and the small stockowner a "square deal." A bill for this purpose, which in general meets the approval of the administration, was drawn and introduced by Representative Lacey, of Iowa, chairman of the house committee on public lands. True, it stands little chance of passing the present congress, because there is a strong sentiment among certain Western senators and representatives against the leasing of the public domain. It is a new departure; it is a radical move, and, while it is bound to come, the sentiment against it is sufficiently strong at this time to defeat the Lacey bill. But the bill serves a good purpose—it brings the leasing question before the public; it will lead to general discussion throughout the West; it will be instrumental in shaping public sentiment, and in the end it, or some similar bill, will go through, and a material check will be placed upon the operations of the cattle baron. The bill is the basis of what in time will become a notorious fight in congress.

PUBLIC WORKS IN HAWAII.

Delegation Comes to Urge that Customs Money Be Used There.
 Washington, Feb. 6.—A delegation of Hawaiian citizens arrived here today to appear before a committee of congress to advocate legislation requiring three-fourths of the customs duties and internal revenues collected in the territory to be expended on public works there.

It is said \$1,200,000 a year, equal to \$8 per capita of the population, is taken out of the territory, which the members of the delegation say constitutes a heavy drain on its resources. The members of the delegation include W. O. Smith, attorney general of the island before the annexation; George W. Smith, president of the board of supervisors of Oahu county, in which Honolulu is situated; Mark B. Robinson, J. R. Galt, E. A. McQuerry, D. H. Case and A. B. Loebenstein. W. O. Smith, the chairman of the commission, in speaking of the visit of the delegation, tonight, said: "We ask nothing for the exclusive benefit of Hawaii. We are here to ask that 75 per cent of the customs duties and internal revenue collected in the territory for the next twenty years be expended on public works. We do not ask a dollar for our own current expenses. The only benefit the people of the islands will reap will be that the money spent for wages on the proposed public works will be kept in circulation in the islands instead of being shipped in gold to San Francisco."

Italy Has Forest Fire.
 Milan, Feb. 6.—A forest fire that started three days ago on the St. Gothard railroad is still burning, and now covers 12 square miles. Several hundred workmen are endeavoring to save the signal posts along the track and peasants are working to preserve their homes from destruction. A number of factories and a chapel have been destroyed. The big electric station at Ancausa, near Domodossola is surrounded by fire, and several towns are without light, and many factories have shut down for want of motive power.

Order for Coal Strike.
 Indianapolis, Feb. 6.—It was intimated at the national headquarters of the United Mineworkers of America today that before the adjournment of the present session of the executive board, Secretary-Treasurer W. B. Wilson will be instructed to prepare a formal strike order, effective April 1, in order to avoid the necessity of reassembling the board after the adjournment of the present session. No meeting of the board was held today.

Japan to Increase Navy.
 Tokyo, Feb. 6.—At a meeting of the sectional budget committee today delegates representing the government said that Japan expected to increase the tonnage of her navy to 400,000 tons for the fiscal year 1906-7.

WRECK IN MONTANA

Runaway Freight Dashes Into a Passenger Train.

BOTH TRAINS ARE DESTROYED

Freight Standing on Track Starts Down Steep Grade and Over-takes Passenger.

Helena, Mont., Feb. 6.—The most disastrous railroad wreck that has happened in this section occurred last night when a runaway Northern Pacific freight train crashed into a passenger train a short distance west of here. Four persons are known to have been killed, having been burned to death in the flames which broke out immediately following the wreck. It is thought two others also met death. A number of passengers and trainmen were seriously injured. The story of the accident shows it to have been most remarkable. The passenger train passed through Austin, about eight miles west of Helena, on time. Following it was a long freight train, made up of boxcars and flatcars loaded with lumber and shingles. At Austin the engine was uncoupled from the freight to take water and the train was left standing on the track. There is a steep grade east of Austin, and by some means the freight train got started down the hill. The passenger train stopped when it arrived at the Montana Central crossing. Then the engineer heard a sound behind him that warned him of danger. He started his train, but it had gone but a few feet when the freight crashed into the rear car. There were but two cars in the train, a combination express, mail and passenger car and a day coach. The two cars were smashed and thrown into the ditch. The engine of the passenger became uncoupled from the cars, but did not leave the track, and Engineer Felty managed to keep ahead of the flying freight. The freight went probably 500 feet, when it, too, went off the track. In a few minutes fire started, and for hours the cars and the lumber burned fiercely.

MAY END BOYCOTT.

Radical Changes Made in Chinese Regulations.

Washington, Feb. 6.—Secretary McCall, of the department of commerce and labor, today took action which is expected to decrease considerably the friction between this country and China and perhaps cause the abandonment of the anti-American boycott, when he approved the report of the special commission, composed of Assistant Secretary Murray, Solicitor Sims and Richard Campbell, of the Immigration bureau, providing for a radical revision of existing regulations under which Chinese may enter and reside in this country. The commission's report touches, by way of either excision or amendment, 24 of the existing regulations. Besides certain alterations that promise to avoid delay in landing Chinese who apply for admission, other alterations have been made where possible with a view to avoid any action that would seem offensive, provided that the object intended by such regulations could be accomplished otherwise. As an illustration of this, the commission recommended the discontinuance of the Bertillon system of identification.

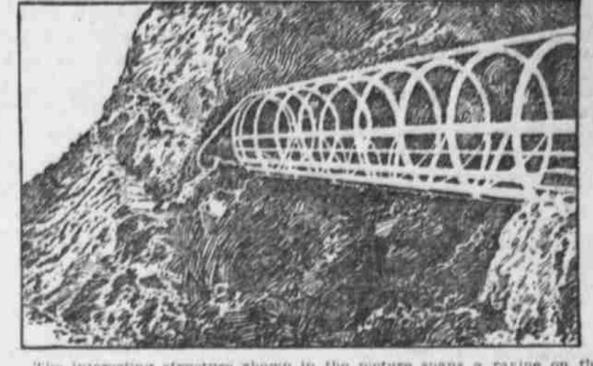
Another amendment is a requirement that the administrative officers should advise Chinese persons, either laborers or of the exempted classes, before their departure from the United States, of the conditions under which they will be admitted upon their return. Upon this point the officers are directed to use special care, so that no Chinese person who has a right to reside in this country shall be allowed to depart therefrom under a mistaken impression that he will be readmitted.

Germany's Back is Stiff.
 Berlin, Feb. 6.—Germany's attitude toward the proposition to place the control of the Moroccan police in the hands of France and Spain is one of firm opposition, since the arrangement would, according to the German view, amount practically to giving France full authority over the police, which Germany hitherto has steadily resisted. The Foreign office says that the delegates to the conference will devote the next few days to an informal exchange of views on the subject of the management of the police.

Kidnap Alaska Women.
 San Francisco, Feb. 6.—Captains of whaling vessels have been accused of kidnaping native Alaskan women, and the United States government has ordered a rigorous investigation. Collector Stratton today received instructions from the department of Commerce and Labor ordering him to investigate the matter and arrest the offenders. The charge is made in a report to the department by Captain Hamlet, of the revenue cutter Bear.

Little Damage to the Meade.
 San Francisco, Feb. 6.—After having made a thorough inspection of the troopship Meade, Major Lea Febinger, inspector general of the department, reported today that the total damage to the transport would not exceed \$20. A number of army officers, however, lost all their baggage and personal effects except the clothing they wore.

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 Newboy.
 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 newboy 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.

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 spotless 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 peppery 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 bore 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.