

IN THE NATIONAL HALLS OF CONGRESS

Friday, May 18.

Washington, May 18.—After 70 days of almost continuous deliberation the senate today at 4:53 p. m. passed the railroad rate bill by the practically unanimous vote of 71 to 3. The three negative votes were cast by Foraker, Republican, of Ohio, and Morgan and Pettus, Democrats, of Alabama. There was a somewhat larger attendance of senators than usual, but the attendance in the galleries was by no means abnormal, and there was no manifestation of any kind when the result was announced. There was, however, an almost general sigh of relief among the senators.

Washington, May 18.—Reminiscent of the stressful days of the 47th congress were the scenes in and about the house today. Hardly had the journal been approved when the Democrats, under the leadership of Williams, of Mississippi, began the first real filibuster in a number of years, their object being to defeat the bill paying to the estate of Samuel Lee, of South Carolina, \$10,482 for allowances made by reason of the election of Lee, a negro contestant for a seat in the 47th congress.

This bill has been reported favorably by nine congresses — six times by Republicans and three times by Democrats.

After spending almost the entire day on the question the bill was passed.

Thursday, May 17.

Washington, May 17.—With the exception of Bailey's digression, the entire day was devoted by the senate to a review of the amendments made in committee of the whole and covered somewhat more than half of the measure. There was a prospect of concluding the reading until the section granting to the Interstate Commerce commission power to fix rates was reached and the question of the constitutionality of that provision was raised. The attack was made on the clause giving to the committee discretion in the matter of preserving rates, and a long debate ensued. The question was still under discussion when the day came to a close.

Washington, May 17.—After two weeks' debate the house today passed the naval appropriation bill, carrying \$99,746,000. The amendment providing that the secretaries of the navy could go into the open market and purchase chains, anchors and cordage, should it be demonstrated that they could be had cheaper in free markets than they could be made by the government, was defeated today by a vote of 188 to 129.

By the action of the house on a second amendment, upon which a separate vote was demanded, a 4 per cent differential will be allowed bidders from the Pacific Coast on ships constructed there. The vote was very close, three Republicans changing from no to yes, Haughen of Iowa, Thomas and Longworth.

After the passage of the naval budget the house, in committee of the whole, resumed consideration of the so-called naturalization bill, but not great headway was made.

Wednesday, May 16.

Washington, May 16.—The consideration of the rate bill in committee of the whole was concluded by the senate today, and the measure was then reported to the senate, where there will be opportunity to review and after all the amendments heretofore made. Practically the entire day was devoted to consideration of the anti-pass amendment, which was adopted after making so many exceptions as to arouse laughter every time the provision was read. The work of the senate after the bill was reported was confined to the partial consideration of the pipe line provision, which was so amended as to strike out the Morgan proviso extending its operation to other countries where the United States had jurisdiction.

Washington, May 16.—The naval appropriation bill, carrying nearly \$100,000,000, was completed today in the house after one of the busiest days of the present congress. The feature of the day's debate grew out of the attempt to defeat the appropriation for the largest battleship of its class in the world and the tenor of the speeches for the big ship was that the American republic must be abreast of the nations of the world in the strength of her navy. The opponents talked for peace,

Will Double Alaska Cables.

Washington, May 15.—Orders have been issued by General Allen, the chief signal officer of the army, for the installment of the duplex system on the Alaska cables. The commercial business of the cables has become so heavy that even by working night and day the operators are not able to handle all the dispatches. With the new system the capacity of the cables will be increased about 75 per cent. The supreme court of the United States has denied the petition for a rehearing in the Chicago traction cases.

disarmament and arbitration, and insisted that there was no national need for such a large navy. The amendment introduced by Burton, of Ohio, to strike out the appropriation for a rival to the British Dreadnaught was defeated, as was the amendment leaving the construction of the battleship to the discretion of the secretary of the navy after the second Hague conference. A final vote on the bill will be taken tomorrow.

Tuesday, May 15.

Washington, May 15.—With the exception of the anti-pass amendment, the senate concluded its discussion of the railroad rate bill in committee of the whole and, as soon as that provision shall be disposed of, will take it up in the senate. The general expectation is that the pass question will be disposed of early tomorrow, and the general hope is that the bill may be passed before the close of tomorrow's session. The greater part of the day was spent in discussing the eighth section of the bill, relating to the personnel of the Interstate Commerce commission, resulting in the elimination of the entire section and the restoration of the present law, which provides for five commissioners at salaries of \$7,500.

Washington, May 15.—The House by a decided vote today reaffirmed its faith in the Navy department, defeating an amendment of Tawney, chairman of the appropriations committee, to limit the expenditures on a ship to 10 per cent of the cost, a vote of confidence coming after two hours' hot debate. Having reached the section of the naval bill dealing with increase in the Navy and, realizing that considerable debate must ensue, the house adjourned until noon tomorrow.

Tawney was emphatic in declaring that it was both bad policy and bad administration to give to the Navy department the right of spending \$11,000,000 for repairs of vessels without so much as being compelled to give an account to any one for the money expended.

Monday, May 14.

Washington, May 14.—The session of the senate today passed without an exciting incident and without the adoption of a single amendment to the railroad rate bill, notwithstanding that measure was under consideration practically all the time from the hour of convening, 11 o'clock, until adjournment at 5:15 p. m. The most characteristic feature of the day was the rejection of amendments. This was accomplished either by direct vote or by the process of laying on the table and one followed another in rapid succession.

Among the provisions thus adversely disposed of were several intended to fix the liability of railroad companies for injury to employees. The presentation of provisions intended to accomplish this purpose had the effect of bringing out a practically authoritative statement that the committee on interstate commerce will report the independent house bill on that subject which is now pending before it.

Washington, May 14.—The house had under consideration today bills relating to the government of the District of Columbia. It completed the bills reorganizing the Washington public school system, then adjourned in the absence of a quorum, postponing action on the bills under consideration. These bills will be taken up tomorrow.

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.

Jiminez Plans Revolution.

Washington, May 15.—Reports have reached the State department of the organization of another revolutionary movement directed against the government of President Caceres, of Santo Domingo. It is understood that the island of Porto Rico is the base of operations, and it is supposed that ex-President Morales and Jiminez are the leaders of the movement. Instructions have been sent to the insular governor of Porto Rico to take steps to carry out the neutrality laws, which would prevent departure of hostile expedition.

DANGER OF QUAKES.

One of Chief Reasons for Committee Favoring Sea Level Canal.

Washington, May 18.—That the earthquake that destroyed San Francisco helped determine the vote of the senate committee on interoceanic canals in favor of a sea level type is apparent from the fact that a feature of the majority report is a discussion of the effect earthquakes might have on locks and dams. The majority report in favor of a sea level canal was submitted today by Senator Kittredge.

The report says that the canal structures would be exposed to injury by earthquakes, particularly the locks at Gatun. If the lock walls should be moved, leakage would result and the gates would be useless. In case of fracture of locks, months or years might be required for repairs, and meanwhile traffic would be interrupted.

It is maintained that the dam at Gamboa proposed by the majority of the board of consulting engineers, is not liable to injury by earthquakes, for it will be built on a solid rock foundation, reinforced with strong walls and buttressed at each end with walls of rock. Nor are the side slopes of the Culebra cut likely to be disturbed, but an earth dam on an alluvial base might be cracked, draining the lock and ruining the canal. The committee says:

"At San Francisco, where the water pipes were broken, the disaster was greatly augmented by this cause, for the water could not be held in the pipes and directed on the flames. What would happen to the aqueduct, conduits, pipes and valves, buried in the concrete walls, used for filling and emptying the locks, cannot be well conjectured."

It is stated that ships of all classes could be passed through the sea level canal in 8½ hours less than the time that would be consumed in passing ships through locks alone. The cost of annual maintenance is estimated at \$1,840,000 for the sea level and \$2,330,000 for the lock type. A sea level canal free from all obstacles could pass 100 warships in less than a day. Naval commanders and commercial shipmasters oppose locks.

The majority argues that an enemy could destroy a lock canal much easier than a sea level canal with explosives. The cost of a sea level canal is estimated at \$250,000,000, while the total cost of the lock canal would be at least \$190,000,000, and the cost of transforming the latter into a sea level canal would be \$200,000,000. The conclusion of the majority is "that the sea level canal can be realized in 10 or 12 years at a cost not exceeding \$60,000,000 above that required by the construction of the multilock canal proposed by the minority."

AIDS TO PACIFIC NAVIGATION.

Omnibus Bill in House for Lightships and Signal Stations.

Washington, May 18.—The house committee on interstate and foreign commerce today authorized a favorable report on an omnibus bill carrying between 20 and 25 projects as "aids to navigation" and authorizing an appropriation of something in excess of \$1,300,000. Among the provisions are:

Light station at Makapuu Point, Island of Oahu, Territory of Hawaii, \$60,000.

Light station and range lights at Honolulu harbor, \$40,000.

Fog signal at entrance to harbor at Humboldt, California, \$15,000.

Lightkeeper's dwelling at Cape Mendocino, Cal., \$5,500.

Light and fog signal station near Point Cabrillo, California, \$5,000.

Light vessel for use off the mouth of the Columbia river, Oregon, \$130,000.

Lightkeeper's dwelling at Robinson Point, Washington, \$5,000.

Fog signal at Ediz Hook light station, State of Washington, \$10,000.

New tender for inspection service in the 13th lighthouse district, \$110,000, in addition to the unexpended balance of \$40,000 for the repair of the tender Manzanilla to be applied on the new tender.

Rebuilding of Stanford.

San Francisco, May 18.—Stanford University will be reconstructed at once, and by next September every building necessary to the work of the college will be in perfect condition. The work has already commenced, and there is plenty of money on hand to assure the trustees that the repairs may be accomplished as quickly as they desire. The structures will be rendered earthquake proof. Three experts have been appointed, and their report will be the basis for whatever changes are considered necessary.

Withdraw Troops June 1.

Washington, May 18.—General Greeley has reported to the War Department from San Francisco under date of last night that the reported killing of a large number of people by the army during the San Francisco fire is incorrect. General Greeley adds that he has notified the citizens' committee and the Red Cross that the troops will be drawn from San Francisco not later than June 1.

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