

**WORK OF CONGRESS**



Where ignorance is bliss, 'tis folly to read the label.—Washington Post.

Whatever it was Eve handed Adam, he seems to have got it.—New York Mail.

Money may be the root of evil, but lack of it is the full-grown tree.—New York Press.

When a man's wife laughs at his jokes they are pretty good—or else she is.—Washington Times.

When a woman won't say anything nice about another it's a sign she thinks her husband does.—New York Press.

When a man wears a pink shirt and red tie it's a sign his wife is away visiting her mother.—New York Press.

Raisuli preaches a "holy war"—not the first occasion of a holy war for a most unholy cause.—Philadelphia Record.

Every man who gets into an argument seems to think that he is a brass band hired not to stop.—New York Press.

A man's idea of being comfortable is wearing something it makes his wife mad to have him seen in.—New York Press.

Harriman denies that he is going to retire from railroad affairs. His business is retiring others.—Philadelphia Press.

The railroads may abolish Congressional passes, but they cannot ignore the laws that Congress passes.—Washington Post.

The principal in a French duel has been badly hurt. However, his antagonist used an American revolver.—New York American.

The lawyer who reads the Shah's will to his 800 widows will need plenty of nerve and a suit of armor.—New York American.

It looks as if it would be necessary to work the block signal system on Harriman before he can be stopped.—Philadelphia Press.

The Chicago-New York Air Line is surveyed, and all that is needed to start the road is to heat the air.—Philadelphia North American.

Corey threatens to take a three years' wedding trip, but there are hopes that he may be induced to prolong it.—Philadelphia Ledger.

The 907 railroad pass is good only within State limits. This will help some toward maintaining the State rights doctrine.—Philadelphia Inquirer.

According to expectation, an "ice famine" has been scheduled for the summer. The trust never disappoints the people.—New York American.

The United States Senate is not an idle body. When it has not other business to attract attention it can always fall back on the Smoot case.—Chicago News.

Eternal vigilance and obedience to orders is the price of railway safety, and it must be paid even if traffic movement is impeded.—New York Times.

Judge Gaynor intimates that the public really owns the railroads, so, if you are not too busy, we will go out and watch our trains go by.—New York Herald.

Three minutes after a Southern man had been hanged a reprieve for him arrived. Then it sometimes is too late to mend, after all.—Philadelphia Ledger.

Despite the fuss about alien labor on the canal, there seems to be no rush of native Americans clamorous for picks and shovels.—Philadelphia Ledger.

Science declares that man is a mere aggregate of soap bubbles. Now we know at last why he is considered such a smooth article.—Philadelphia Telegraph.

Trust that poets generally will be warmed by the action of the widow who is suing for \$675,000 because an old man wooed her in verse.—New York Herald.

No one thinks of calling a juggler a captain of industry; that is, so long as he juggles knives or plates. When he juggles railroads it's different.—New York American.

Unless reports are much exaggerated, sanitary conditions on the Isthmus are now so good as to make it a safe and pleasant winter resort.—Philadelphia Record.

Until Sahara has been heard from it will be impossible to tell exactly how far south that cold wave on the other side of the Atlantic actually went.—New York Tribune.

The public is taking much less interest in the distribution of Mrs. Sage's millions since she seems to be determined to have her own way about it.—Washington Post.

Looks as though the Indians were getting the graft hunger. Here are the Otees of Oklahoma, who have dissolved their tribal form of government and have elected a white man to look after their business.—New York Globe.

A great many employees of the Post-office Department are giving up their jobs because they can't live on their salaries. We thought that pay was a minor consideration with those who sought places under the government.—New York Sun.

The Senate was in session only for a little more than an hour Saturday, the early adjournment being taken to permit attendance on the funeral of the late Senator Alger. A few bills of minor importance were passed, and Senator Hale's resolution for an inquiry into the personal interest manifested by naval officers in the navy personnel bill was referred to the Committee on Naval Affairs. The House spent the greater part of the day debating the agricultural appropriation bill. Action on the question of the free distribution of seeds, by a vote of 71 to 39, was postponed until Monday. The Senate bill incorporating the international Sunday School Association of America was passed. The river and harbor bill was reported.

Senator Beveridge occupied the attention of the Senate Monday with a continuation of his argument in behalf of his child labor bill. The Senate adopted a resolution directing the interstate commerce committee to report as to the position in its employ held by C. S. Hanks, who recently stated before the Boston Chamber of Commerce that railroad rates could be reduced 10 per cent without impairing dividends. The resolution also asks for the facts on which this statement was based. The diplomatic and consular appropriation bill, carrying \$3,085,478, with an amendment repealing the act providing for raising the rank of American diplomatists abroad when foreign governments raise the ranks of their envoys to this country, was reported, as also was the fortifications appropriation bill, which carries \$7,353,589. Senator McCumber introduced a bill to inquire into the salaries of federal officers and employees and report a remedy for inequalities. A joint resolution was adopted continuing the joint postal commission until its affairs can be wound up. Twenty bills relating to the District of Columbia were passed in the House. A joint resolution was passed granting permission to the Secretary of War to sell at actual cost limited quantities of hay, straw and grain for domestic uses to citizens of Montana, where 20,000 head of cattle are threatened with starvation by reason of the blizzard now raging. The joint resolution continuing the postal commission was adopted.

The Senate Tuesday passed the diplomatic and consular and fortifications appropriation bills, the former carrying \$3,085,477, and the latter \$2,041,706. Senator Beveridge concluded his speech in advocacy of his child labor bill. Senator Curtis of Kansas took the oath of office for the unexpired term of Senator Burton. The House passed the Senate bill increasing the board of customs appraisers in New York from ten to twelve, and also passed the Senate bill making provision for conveying a strip of ground in St. Augustine, Fla., known as the "Lines," for school purposes. Mr. Litchner sought immediate action on a bill to loan \$1,000,000 to the Jamestown expedition, but so much opposition developed that he withdrew the measure. The agricultural appropriation bill occupied the House most of the day. The free seed distribution item was restored. The recommendations of the committee on agriculture to increase the salaries of the chief forester, and the chief of the bureau of chemistry from \$3,500 to \$4,500 went out on points of order. An important amendment was adopted that no part of the money appropriated for enforcing the national pure food law should be paid to any State, city or district official. After completing nearly fifty pages of the bill the House adjourned.

Besides fixing Feb. 20 for a vote on the declaration that Senator Reed Smoot of Utah is not entitled to his seat, passing a bill appropriating \$2,000,000 to confine the Colorado river to its banks and another placing the management of the Panama railway under the isthmian canal commission, the Senate Wednesday listened to extended speeches by Senators Carter of Montana and Heyburn of Idaho in criticism of the Secretary of the Interior for his order preventing the issuance of patents to public lands until after an examination on the ground by a special agent. The House completed the agricultural appropriation bill. The diplomatic and consular appropriation bill was sent to conference, the managers on the part of the House being Cousins of Iowa, C. B. Landis of Indiana and Howard of Georgia. The river and harbor appropriation bill, carrying \$84,000,000, was taken up.

Senator Rayner's address on the extension of executive prerogatives. Senator Lodge's brief reply and an extended discussion of the administration of the public land laws by Senator Heyburn constituted the proceedings in the Senate Thursday. The river and harbor appropriation bill occupied practically all the time of the House. The debate was opened by Mr. Burton of Ohio, chairman of the rivers and harbors committee. Other speeches were made by Messrs. Bartholdt of Missouri, Ransdell of Louisiana, Snapp of Illinois, Lawrence of Massachusetts, Caudrey of Missouri, Morrell and Moore of Pennsylvania, Bannon of Ohio, Rhodes of Missouri and Julo Tarzinsga of Porto Rico.

**National Capital Notes.**  
The President nominated Richard A. Ballinger of Seattle, Wash., to be commissioner of the general land office, to succeed W. A. Richards, who is to retire March 4.

It is semi-officially announced that Brig. Gen. William S. McCaskey, commanding the department of Texas, will be promoted to the grade of major general on the statutory retirement on April 14 of Major Gen. James F. Wade, commanding the Atlantic division at New York.

A petition for a writ of certiorari was received by the clerk of the Supreme Court in the case of Edward L. Flickinger, under sentence in Ohio to seven years' imprisonment on the charge of conspiring to wreck the Galton National bank.

Captain "Bill" McDonald, who will figure as an important witness in the expected congressional investigation of the "shooting up" of Brownsville by soldiers of the Twenty-fifth Infantry, has been a Texas Ranger for over twenty years and is captain of the Rangers in the Brownsville district. It was Captain McDonald who arrested the thirteen soldiers who, as alleged, actually perpetrated the outrage, and who later, upon demand of the military commander turned the accused men over to him. McDonald is one of the noted characters of the Southwest. He has been in many desperate encounters and his body is scarred with bullet wounds. His own revolver, however, bears scores of "notches," but the victims of his unerring aim had all been lawbreakers.



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John W. Riddle, the new ambassador to Russia, is a native of Philadelphia and graduated from Harvard. Mr. Riddle began his diplomatic career as secretary of the American legation in Turkey, a position he held for six years. Then for two years Mr. Riddle was secretary of the American embassy at St. Petersburg, a post for which he was specially fitted on account of his facility in the Russian language. After two more years as diplomatic agent and consul general in Egypt he was appointed to the Serbian mission.



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James McCrea, who has been elected president of the Pennsylvania Railroad, is one of the noted railway men of the country. He is credited with possessing great executive ability and has held the position of first vice president of the Pennsylvania lines west of Pittsburg since 1891. Mr. McCrea was born in Philadelphia in 1848, and began his railway career in 1865 as a rodman. He has been with the Pennsylvania Road since 1871, having since that time filled various positions on the different divisions. Since 1896 Mr. McCrea also has been at the head of the Grand Rapids & Indiana Road. For a long time he has been regarded as the logical successor of the late President Cassatt as executive of the Pennsylvania.



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Sir Alfred Lewis Jones, who, with members of his party, is accused of making merry on board a steamer at Kingston while victims of the earthquake groaned and screamed under the treatment of physicians, is a noted Liverpool merchant and shipowner. Sir Alfred began life as a cabin boy on a vessel of the steamship line which his company now controls and rapidly made his way in life. He has been specially energetic in exploiting colonial trade and was made a knight companion of St. Michael and St. George in recognition of his Jamaican and West African services.



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Capt. Thomas Peabody, who commanded the transport Sheridan when it ran on a reef off Hawaii last summer, has been suspended for six months.

William H. Langdon, district attorney at San Francisco, has recently come into prominence in connection with the scandal in the Golden Gate City. Although he was put into office by the party in power he suspected that the administration was not free from official crookedness and was instrumental in having the Mayor indicted for graft.

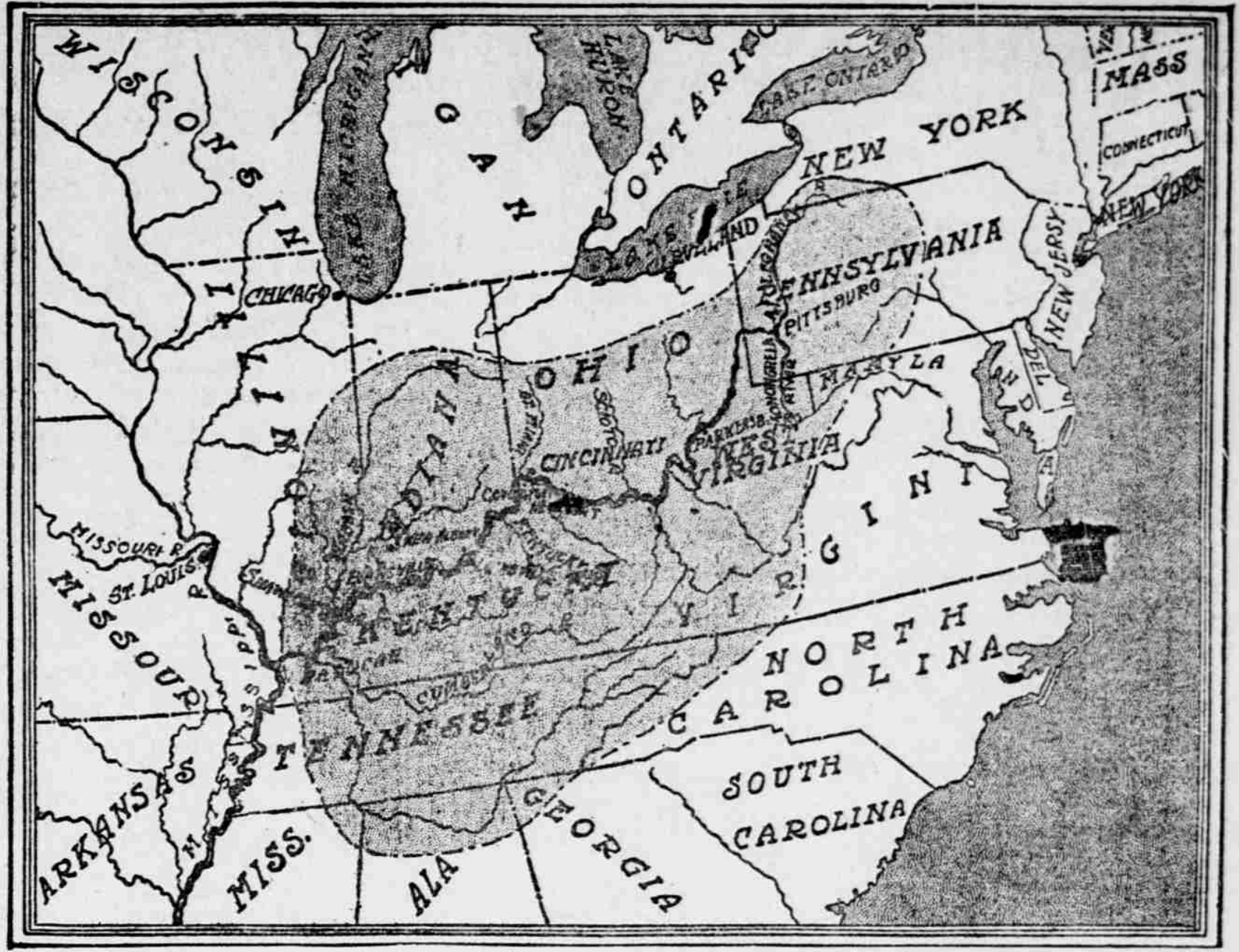


**W. H. LANGDON.** Although he was removed by the administration forces, the courts decided that the action was illegal.

Senator Culberson has introduced a bill in Congress prohibiting the sending of any information regarding dealings in cotton futures either over interstate telegraph lines or through the mails.

Representative Lowden introduced a bill authorizing the Albany Railroad Bridge Company or the Chicago and Northwestern Railway Company to construct a bridge across the Mississippi at Clinton, Iowa.

**THE GREAT OHIO VALLEY FLOOD**



The Ohio basin embraces an area of 201,700 square miles, or 16 per cent of the great Mississippi Valley. The valley is divided into five divisions, of which the Ohio and its tributaries are second only to the Missouri basin, and include a watershed of 35,000 square miles more than that of the Mississippi itself above the Missouri River.

Waters from fourteen States find their way to the Gulf of Mexico through the channels of the Ohio great drainage system. It stretches as far northeast as New York and as far south as Georgia, Alabama and Mississippi.

At no point on the Ohio or the Mississippi is what is

known as the "danger line" as high as at Cincinnati, where no great impediment to transportation or inconvenience to residents is occasioned until the 50-foot stage is reached. At other points the danger line varies from 22 feet at Pittsburg to 45 at Cairo, Ill., and Vicksburg, Miss., to 16 feet at New Orleans.

Although the highest known stage at Cincinnati is 71 feet 3/4 inch in 1884, the big Mississippi and Missouri floods of 1903 forced the water to a height of 82 feet at Arkansas City, Ark., 85 feet at New Orleans and 105 feet at Melville, Louisiana.

The shaded portion of the center of the map indicates the flooded region.

**HUNDREDS DIE IN WRECK.**

**People of the United States Face Peril of Railway Disasters.**

The people of the United States have a "new peril" to try their nerves and wrench their hearts. It is a peril of the new twentieth century—the peril of railroad travel.

Approximately 500 passengers have been killed in the last few months in the most appalling series of railroad accidents the country, it is charged, has ever known, brought about by the desperate efforts of the railroad companies to make more money. It has not been a question of signals and switches and regulations; it has been a question of hurrying trains through—the flyer, the fast freight—of getting from one end of the line to the other, so that they can be started back again. Railroad employees have admitted on the stand that they disregarded signals—that they had to, to make schedules.

Twenty years ago persons traveled on railroad trains with comparative safety. There were some accidents, but few men dreaded a trip by rail. Even ten years ago the peril was not great. But look at the last four months! A total of 500 human beings, passengers on trains in the United States, were torn and mangled, scalded and burned to death in railroad wrecks—225 per cent more deaths in four months than in the whole of 1897.

The slaughter of the toll of 1907 began with terrible mortality. The railroads are overworked, overcrowded and overcapitalized. Earnings that should be devoted to improving and replenishing the equipment and paying for a better class of labor are diverted to dividends to keep up the value of watered stock.

The accompanying table gives the worst of the recent railroad disasters. There were many more the country over where the casualties were one, two, or three.

Date	Location	Killed	Injured
Nov. 12	Woodville, Ind., Baltimore & Ohio, collision.	61	39
Sept. 18	Dover, Okla., Rock Island and passenger train, through bridge.	25	..
Oct. 28	Atlantic City, N. J., West Jersey & Seashore Electric, open draw.	63	18
Nov. 29	Denville, Va., Southern Railway, Sam'l Spencer, among victims.	7	..
Dec. 8	Denville, Va., Southern Railway, passenger and freight collision.	5	..
Dec. 11	Vergennes, Vt., Rutland Railway, passenger and freight, collision.	9	..
Dec. 23	Enderlin, N. D., Milwaukee & St. Paul and Ste. Marie, collision.	10	37
Dec. 30	Terra Cotta, D. C., Baltimore & Ohio, collision.	53	60
Jan. 2	Volland, Kan., Rock Island, collision.	63	55
Jan. 13	Barnes, N. M., Rock Island, open switch.	5	8
Jan. 15	Waldron, Mo., Rock Island, collision.	3	..
Jan. 19	Osseo, Minn., Great Northern, rails spread.	3	..
Jan. 19	Fowler, Ind., Big Four, collision.	24	10
Jan. 19	Sandford, Ind., Big Four, powder explosion.	40	25

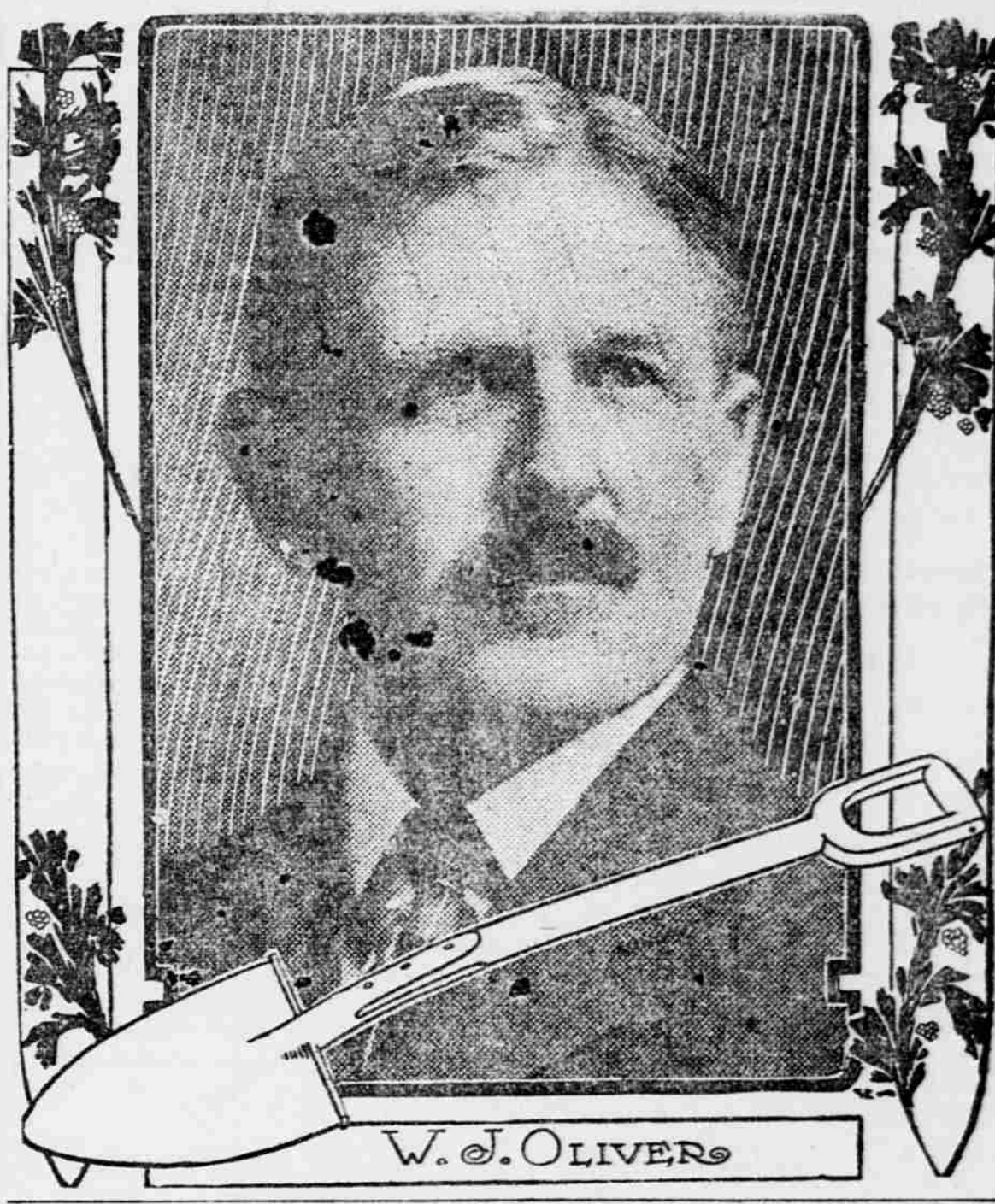
**SWETTENHAM QUILTS POST.**

**Jamaica Governor Also Apologizes for Letter to Davis.**

In London Friday it was announced on unquestionable authority that Gov. Swettenham had sent an apology for his letter to Admiral Davis to the colonial secretary, by whom it was transmitted through the foreign secretary to the State Department at Washington, and that Gov. Swettenham had also placed his resignation in the hands of the colonial secretary.



It has been freely stated in the British colonial and other government offices that it was quite impossible for Swettenham to continue in office not only because of the incident involving the withdrawal of the American warships from Kingston but also on account of the protests against his conduct received from the inhabitants of Kingston.



**CANAL BID IS HELD UP.**

**Unless Oliver Gets Partner United States May Do the Work.**

The bid of Oliver & Bangs to complete the construction of the Panama canal for 6.75 per cent of the cost has been rejected so far as Anson M. Bangs of New York is concerned. But if Mr. Oliver can enter into a satisfactory arrangement with some other contractor, who is financially responsible, he will be given the contract, it is said.

Some of the Washington correspondents seem to think that the government will build the canal itself without subletting any portion of the work to contractors. While doubt was expressed as to the advisability of pursuing the contract plan any further, it was virtually decided to advertise again for bids, although not in the belief that any of them would prove acceptable. The chief purpose in re-advertising is to afford Mr. Oliver an opportunity to enlist new financial backing and submit another bid.

W. J. Oliver of Tennessee and the wilderness, is the largest employer of negro labor in the world. He has forty contracts now on hand, which include tunneling Lookout mountain, damming the Tennessee river and thrusting railroads through Louisiana cypress swamps. If his bid is successful he will go down to Panama with an army of 5,000 southern negroes who have long been in his employ, organized like an army, with a trained superintendent at the head of each division.

It was intimated that Mr. Oliver might arrange to co-operate with McArthur & Gillespie. It is known that the financial credentials submitted by Mr. Oliver and the McArthur syndicate have been found satisfactory, and the statement is made that a compromise proposal will be considered, provided Oliver succeeds in making a satisfactory arrangement with McArthur & Gillespie. The Oliver & Bangs bid was 6.75 per cent, while the McArthur-Gillespie bid was 12.50 per cent.

**Foreign Commerce Convention.**

The first national convention for the extension of foreign commerce of the United States was in session three days at Washington. Every State in the Union was represented, and the movement was started by the New York board of trade and transportation. The tariff, ship subsidy and other pertinent plans were discussed, and addresses were made by Secretary Root and the President.

**SHEA CASE WAS COSTLY.**

**Disagreement of \$70,000 Jury May End Prosecution.**

It is claimed in Chicago that preparations for a new trial in the Shea conspiracy case will begin at once. The \$70,000 jury in the celebrated case failed to reach an agreement and was discharged after deliberating for fifty-four hours, with the ballot 7 to 5 for acquittal.

The defendants, while claiming they are anxious for a new trial, do not believe the case will ever be prosecuted by the State because of the great expense to



which the county has been put already and to the difficulty in securing another jury.

**KAISER A VICTOR.**

**Colonial Policy of National Extension Indorsed.**

Emperor William's policy of colonial extension and national growth won a sweeping victory in the general election of members of the new Reichstag at Berlin. The radicals, the conservatives and the national liberals who voted for the government's measure when the Reichstag was dissolved Dec. 13, 1906, materially increased their representation at the expense of the socialists and the clericals. The socialists will lose seventeen or eighteen seats.