

MISSOULA, MONTANA, SUNDAY MORNING, DECEMBER 1, 1912.

Congress Comes Back to an Improved Capitol



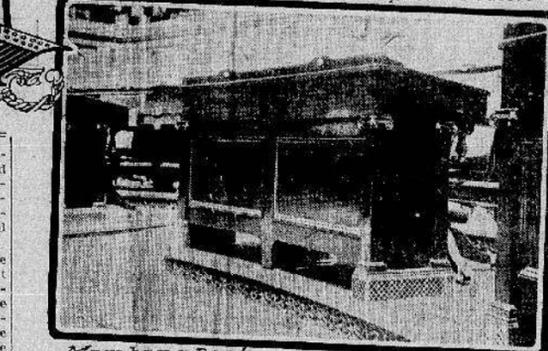
The Subway Connecting the Capitol with the Office Buildings of the Senate and House



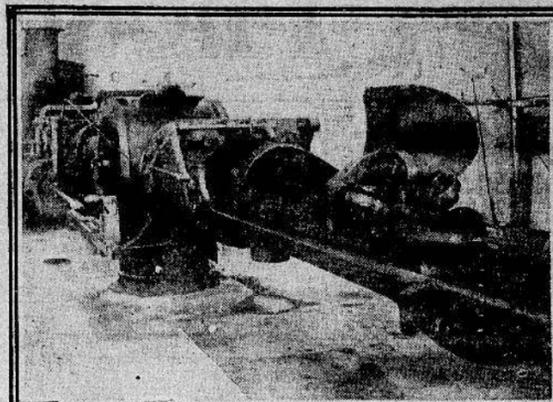
Supt. Woods of the U.S. Capitol



Spraying the Trees on the U.S. Capitol Grounds



Members Desk in the House of Representatives Showing Lattice Iron Openings for Admitting Fresh Air



Pneumatic Tube Connecting the Capitol and House of Representatives Office Buildings

Once more the law makers of the United States are assembling at the seat of government to take up their legislative labors, and once more they come back to an improved as well as a renovated capitol. If there is any structure in our broad land that is maintained in perfect repair—"well kept up" in every sense of the term—it is the great white-domed building on Capitol Hill at Washington.

Uncle Sam is never bothered by any shortage of cash for such betterment at our legislative factory. It is proverbial that whatever may be their economies in running the general government, the senators and representatives never stint themselves with reference to those things which make for their comfort and convenience at the capitol. As evidence of this policy it need only be cited that the congressmen have in recent years appropriated money for more "improvements" at the capitol than it has been possible to carry out in the time available.

And this brings us, naturally, to one odd feature of the house-cleaning and improvement work at the capitol. Some years ago it was the practice to carry on repair work and new construction at the capitol at all times, but a stop was put to this when there was an accident in connection with some repair work in the hall of the house of representatives that all but cost the life of a prominent member. Thereafter, decreed congress, all labor of this kind must be performed during the recess between sessions.

Now this annual congressional recess naturally varies greatly in different years. Ordinarily every other year is a "long session," and every other year is a "short session," but sometimes this program is upset by a special session, and then again, whereas it may be necessary for a short session to end on the 4th of March there is no similar limit to the continuance of a long session. Well, as it happens, 1912 was the year for a long session, but few persons anticipated that it would be quite so lengthy a sitting as it eventually

proved. Congress did not finally close up shop until along in the "dog days," and this long-drawn talkfest seriously interfered with the plans which had been made for "sprucing up" the capitol building during the recess. About all that there was opportunity for were minor improvements and ordinary repairs. However, when the reader is told that in a little more than three months there have been completed exactly 821 tasks he will conclude that there have been lively doings of late in and about the largest building of its kind in the world.

It is essential to include, as was done in the foregoing sentence, the capitol grounds as well as the building, for not a little of the recent work has been done in the beautiful park that surrounds our national law factory—a park which congress is spending millions of dollars to enlarge and improve. The last severe winter left its scars on the United States capitol grounds as it did elsewhere in the country, and the most unwelcome outcome was the loss of a number of the stately trees that have won the admiration of visitors to Washington in years gone by.

To repair the havoc the capitol officials have been planting a large number of young trees, and in order that these newcomers may in after years possess added interest for the people of the nation there has been followed the custom of having as many of the new trees as possible personally planted by prominent men. Thus the late Vice President Sherman planted a tree; so did Speaker Champ Clark, Senator Lodge and Senator Wetmore and a number of the leading men of the two branches of the national legislature. Meanwhile the officials have beset themselves as never before to save such forest monuments as the capitol grounds now boast. The trees have been carefully sprayed at frequent intervals to discourage the insect pests, and "tree doctors" have been engaged at considerable expense to practice their arts in an effort to arrest decay.

Of course, the capitol building has had its annual "bath" on the eve of the return of its distinguished tenants. The cleansing of the vast white marble pile by means of clear water hurled against it with great force is a formidable task. Two or three fire engines and a considerable force of firemen to direct the streams are engaged for days at a time on this odd chore.

Of the actual improvements made during the past quarter of a year at the capitol some of the most important—important at least from the standpoint of the congressmen themselves—have had to do with the senate and house restaurants and the attractive kitchens. It is not to be expected that men drawing \$7,500 a year from Uncle Sam, and with an unlimited "expense account" as regards their working quarters, will be parsimonious when it comes to looking after the wants of the "inner man."

However, there is another factor in this particular situation, although it is one that would probably never be suspected by any person not "on the inside" at the capitol. Whistler the secret, though, the capitol restaurants never pay, as a business proposition. The presiding officers of the senate and house, respectively, duly designate each year some person to operate the capitol restaurants, but such have been the misfortune of one caterer after another that there is no longer any scramble for a position which is all honor and very little profit. You see, mine host of a capitol cafe has a very limited period of activity each day. The congressmen are never there for breakfast, nor for that matter is the general public that is also permitted to patronize these restaurants, but in rooms apart from those reserved for the distinguished patrons. Similarly there is no trade for the evening meal except on rare occasions. All the trade of these unique eating places comes in the form of a rush at the noon hour. Well, the upshot of the matter is that for all that congress makes all sorts of concessions, such as free rent, free light and free heat, these capitol restaurants are anything but a gold mine for the

managers, and the only way in which it is possible to attract capable caterers to the positions is to provide all possible conveniences—hence these latest improvements.

The present improvements include the provision of an additional dining room at the senate restaurant, where as the house of representatives restaurant has been completely remodeled with an increase of space and accommodations. A newly installed "steam table" at the house restaurant will keep piping hot the favorite dishes of our honorable congressman, and on the senate side there are some new fixtures, put in especially for the benefit of Mrs. Murphy, the senate's famous official "pie baker," who turns out each day not less than 50 pies of the kind that mother used to make. Newly installed in the congressional restaurants are two refrigerating machines of four tons capacity each.

Another room which will not be recognized by the congressmen when they reassemble is the house barber shop. Oh, yes, indeed, gentle reader, there was a barber shop in the sacred precincts of the United States capitol. You see, the big building is a small city in itself, and so it must have not only its restaurants and postoffice and telegraph office and stationery store and bank (or what passes for a bank),

but also its barber shop and shoe shining parlor. The house barber shop has now been moved to larger and better quarters. The late autumn is papering and painting time at the capitol just as it is in many a private residence. Quite a number of the committee rooms—the rooms where the real work of congress is done—have been frescoed and repainted for the coming season.

Several years ago the powers that be planned a transformation in the electric lighting system of the United States capitol—new illuminating facilities that will be as much more effective and more artistic, and which in many instances will afford what is known as indirect illumination rather than the glare that is objectionable to so many people. The new scheme was pushed forward during the recess, the new lighting fixtures of the crystal type being installed in nine special rooms.

The heating and ventilating apparatus throughout the capitol were carefully extended this autumn, but there was no opportunity during the recess to install the new refrigerating system as there would have been had not congress hung around Washington all last summer. This refrigerating system, it may be explained, is planned to cool the fresh air as it is

admitted to the capitol, so that our lawmakers will not suffer so severely when they remain in Washington during the summer, as they felt obliged to do this year. This cooled air is provided with an elaborate system for forcing fresh air into the big building by means of powerful fans, and there are even facilities for "washing" this air so that it will be free from impurities, by means of coating the precious ozone, which has heretofore been lacking. To supply this defect congress has appropriated the sum of \$70,000. It seems likely that a perfect refrigerating system will cost even more than that, but the lawmakers are not going to balk at expense, and have instructed the superintendent of the big building to go ahead and secure for them the boon of cool air if it can be had at any reasonable price.

Decidedly the most important of the changes—when it comes to real novelty—is a track underground railway which has been provided for conveying United States senators and their friends back and forth between the capitol and the senate office building, between the senate office building and the house of representatives office buildings were completed several years ago they have been connected with the capitol by electric-lighted tunnels. The congressmen have waded back and forth through their "tube," but the venerable senators have been conveyed in uniform electric automobiles specially built for this subterranean sidewalk.

Unfortunately these motor cars have not proved entirely satisfactory. They broke down sometimes at moments inopportune for the dignity of the congressmen, and they have been expensive to maintain. Now there is being substituted for these motors what is known as a monorail line—a very picturesque transportation scheme whereby a car capable of holding 12 of our weightiest senators is suspended from a rail—like the saddlebags on a horse—and whisked along at a lively gait, making the round trip between the senate building and the capitol in a very few minutes. These monorail lines have been used to some extent in Germany, but they are a new thing here, and the one which is now building at the capitol is unlike anything else in the world.

The lower house is, nevertheless, interesting itself in connecting links for the two buildings, and to that end there has been installed a remarkable pneumatic tube system, about 700 feet in length, for the transfer of mail, books, etc., between the capitol and the house office building. Strictly speaking, maybe, this shouldn't be called a pneumatic tube because unlike the pneumatic tubes operated at the post-offices in New York and other large cities it is operated by suction instead of compressed air. Anyway this new rapid transit line at the capitol is especially interesting because the tube is 18 inches in diameter or nearly twice the size of the similar tubes of New York and elsewhere. It is entirely automatic in its action, and it sends scooting its full length a heavily-loaded mail sack just as easily, apparently, as the pneumatic carrier in the average department store brings the customer's change from the cashier's desk.

But, doubtless, our lawmakers will need all these new aids for handling the affairs of the nation, for it looks as though this would be a very busy session. There are some things on the program for so short a session. The senate has a momentous impeachment trial as the opening number on its program, and the house is expected to make up the revision of our patent laws and possibly authorization of a new patent office. In the closing days of the last session \$10,000 was appropriated to enable the president's efficiency and economy commission to investigate the needs of the patent office, and a report with recommendations must be ready this week.

This closing session of the present congress will find it simply imperative, too, to make some provision for the bigger congress that will succeed it. This is the last year that we will have less than 400 representatives. Next year, thanks to the showing of increased population made by the last census and the subsequent reapportionment, Uncle Sam will have 423 representatives on his hands. Some arrangement will have to be made for seating the larger body, or perhaps by removing the present desks and arm chairs from the hall of representatives and compelling each member to be content merely with a chair and with a shelf or broad arm chair on which to write.

They maintain these dykes, lest the Zuyder Zee, when on a rampage, overstep even its present bounds. It will be appreciated from this deep at the limitations of the Zuyder Zee that the Dutch in their present effort at handmaking enterprise the world ever saw are but planning to wrest from the sea what rightfully belongs to them—a praiseworthy possession that was taken by stealth, as it were. Throughout all Holland there is waged a continual struggle with the sea—a combat that has developed the most daring and the most ingenious hydraulic engineers in the profession—but added to the zest of this perpetual contest there is in the present project an incidental element of revenge—an evening of old scores with the mighty deep—that has quickened the public enthusiasm.

The first engineer who sought a solution of the problem of ousting the Zuyder Zee, long-time treasurer, proposed to reclaim every acre of the area by the simple expedient of constructing a great dyke or sea wall across the span between the Zuyder Zee and the North sea, and then pumping out the water. It was a scheme which was beautiful in theory—appeared most attractive on paper, as we say, but it was found to be lacking in some respects when tested by hard, practical standards. For one thing this early plan made no provision for taking care of the waters of the Yssel river, which will, of course, continue to reach this heady, no matter whether the environment be maritime or pastoral. But all the over-sights in the original plans have been remedied in the modern, up-to-date scheme which has been evolved by a governmental commission.

The first step in this most picturesque engineering undertaking of the age will be the construction of a great sea-dyke nearly 25 miles long, which will shut out the North sea, but with this embankment provided to keep out the common enemy the procedure will be quite different from that contemplated by the dreamers of half a century ago. Instead of attempting to recover every bit of territory now submerged the shores of present-day engineers are going to be content with about two-thirds of the whole. That portion that promises most for farming purposes will be reclaimed, whereas, making virtue out of a necessity, the engineers will waste no effort on the fraction of the area which, according to the soundings that have been made, is not especially suited for agricultural production. This one-third will continue, as at present, under water, but instead of being an arm of

suffered more from storms on her inland waters and from inundations than from the ravages of the seas that had themselves against her oceanic coasts. The draining of the Zuyder Zee would remove the chief source of such danger.

To fully appreciate the import of the project it is necessary to know something of the very remarkable history of this unique body of water. Some 800 years ago there was no such

thing as the Zuyder Zee. In those days the area that is now covered with water was largely devoted to forests and villages and prosperous farms. The marine element was represented solely by a lake in the heart of the territory and by several rivers, principally the stream which bore then as now the name of Yssel. To mar this placid picture came the disastrous floods of the Twelfth century. The overflow was inaugurated on that mem-

orable All Saints' day in 1170, when the North sea burst its bounds and inundated a vast expanse, carrying death to thousands of people and inflicting an incalculable property loss. The years that followed saw further conquests of land by the invading water until finally the advance was checked by the barrier of higher ground reinforced by dykes. But even to this day the inhabitants have never dared relax the vigilance with which

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To DRAIN THE ZUYDER ZEE

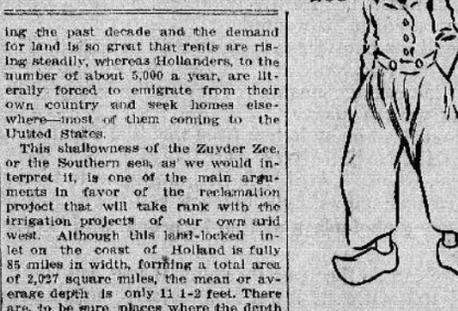
PHOTOS © FAWCETT, WASH.



Dutch Boys Sailing Their Boats on the Zuyder Zee



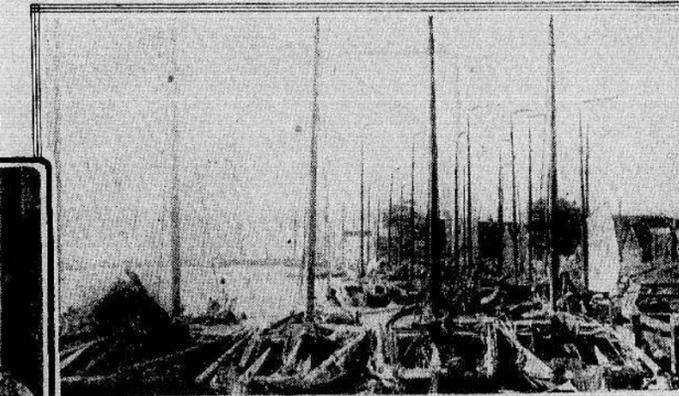
A Woman of the Island of Marken in the Zuyder Zee



A Denizen of the Zuyder Zee and His Youngest



Type of Boats Used on the Island of Marken in the Zuyder Zee



On the Water Front of Old Volendam

ing the past decade and the demand for land is so great that rents are rising steadily, whereas Hollanders, to the number of about 5,000 a year, are literally forced to emigrate from their own country and seek homes elsewhere—most of them coming to the United States.

This shallowness of the Zuyder Zee, or the Southern sea, as we would interpret it, is one of the main arguments in favor of the reclamation project that will take rank with the irrigation projects of our own arid west. Although this landlocked inlet on the coast of Holland is fully 35 miles in width, forming a total area of 2,927 square miles, the mean or average depth is only 11 1/2 feet. There are, to be sure, places where the depth is 19 feet, but on the other hand there are great expanses where the depth varies from three to eight feet and in some localities the depth is little more than one foot.

And as though the considerations above mentioned were not enough to justify this undertaking—even though it does not prove a money-making proposition for some years to come—there are others that present themselves. For one thing, the draining of the Zuyder Zee and the construction

of railroads on top of the dykes that would be built to keep out the sea, would shorten tremendously the journey from the seaboard to certain parts of Holland which can now be reached only by a tedious voyage on the Zuyder Zee, or a yet more time-consuming journey around it by rail. Moreover, the drawing off of the water would actually prove an excellent protective measure for Holland, for, strange as it may seem, Holland has

suffered more from storms on her inland waters and from inundations than from the ravages of the seas that had themselves against her oceanic coasts. The draining of the Zuyder Zee would remove the chief source of such danger.

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