

AN EPOCH MAKING SESSION.

How the Fifty-ninth Congress Has Met the New Issues Initiated by President Roosevelt, With Extension of Federal Powers as the Dominant Note.

BY H. S. POTTER.

PROBABLY more new and extraordinary questions have been under consideration by the Congress than by any previous session of our national lawmaking body. Not counting the many acts favorably reported to or passed by either branch and left in a state of suspended animation, their fate to be determined by the next session, the amount and character of new laws enacted make the Fifty-ninth Congress the milestone of a new era in the history of American institutions.

The day of the nation has come; state and local powers are on the wane or in small favor. Commercial and industrial concentration having brought about new opportunities for abuse of privilege, and the muck rakers having waded up the public mind to the various existing evils, President Roosevelt found in this congress workable soil for the growth of federal power. In dealing with these evils, the president has not only taken a lead, but has also to all the more important remedies adopted. Neither friend nor foe in the political arena will question the statement that the work of the session bears the Rooseveltian stamp, although the Democrats all along have pointed out that the president was merely camping along the trail blazed by the "front" platforms. Nevertheless, the "front" ends of the Capitol, the smoke taken credit or being forced to assume responsibility for what was done, even when aided by Democratic votes.

Railroad Rate Regulation.

The keynote was struck unmistakably in the message which congress received at the opening of the session—namely, the insistence on federal fixing of interstate railroad rates as well as the prevention of rebates or any kind of special favors. Rate bills of various kinds and descriptions were promptly introduced in both senate and house; but the house majority being under better discipline, the bill was more promptly formulated there, which was approved at the White House. It was fathered by Representative Hepburn of Iowa as chairman of the committee on interstate commerce. It was so modified in the committee as to come before the house without Democratic opposition, and after a few days of perfunctory discussion it was passed on Feb. 8, by the almost unanimous vote of 346 to 7, the seven opponents all being Republicans. As passed it gave the interstate commerce commission full power to regulate interstate freight tariffs without express recognition of the rights of appeal in the court. This, however, was only the foundation of the law that was to go to the statute book.

In the senate the Hepburn bill was destined to run the gamut of fierce opposition from a conservative faction of the Republicans led by Aldrich and Foraker and became the football of personal and party bickerings over a period of three months. The main point of the dispute was the question of a broad or narrow court review provision, and at one time, after the president's political and personal enemy, Tillman, had been placed in charge of the measure, there was a tacit coalition between the president and the minority. Later, however, the president announced the compromise which his party associates had upon which his party associates had agreed, vesting jurisdiction in the circuit courts to enjoin, set aside, annul or suspend any order of the commission on appeal of the carrier concerned. It was at this time that the Democratic leaders charged the president with bad faith on the strength of representations said to have been made through Senator Chandler. Finally the bill, with sixty-seven amendments, passed the senate May 18 by a vote of 71 to 3. Still further changes were made in conference there. The senate conference held out against the house proposal to drop the clause placing pipe lines under federal control. As this was finally agreed to by senate and house, the pipe lines are to be regarded as common carriers, but are not prohibited from carrying their own products. Railroad and railway mail employees are exempted from the anti-pass amendment. The president signed the bill June 20.

Investigations and Inspections.

In both branches bills were introduced early authorizing investigation and a combination of these known as the Tillman-Campbell measure passed the house Jan. 23 and, though signed by the president, was sharply criticized by him for not carrying funds and due authority. The money was appropriated later, and under this authority the interstate commerce commission has already unearthed a vast amount of graft and crookedness in railroad and oil industries.

The pure food bill, which passed the senate Feb. 23, 1907, was also in line with this federalizing tendency. It did not pass the house until June 23, 240 to 17, and then with a number of amendments which endangered its final passage. In its final shape the provision affecting state rights or state and municipal control over the original package was cut out. As to blended whiskies, the package must be labeled "blended" or "mixed." The senate's provision remained requiring labels to state the amount of alcohol contained in food packages, but not in bottled drugs. This favors the patent medicine people. It is made a misdemeanor for any person to manufacture or sell any food, drug, medicine or liquor which is adulterated or misbranded or which contains any poisonous or deleterious substances. For violation the penalty is \$500 fine and one year's imprisonment. The law goes into effect Jan. 1, 1907.

The greatest sensation of the session came from the president's investigation of the charges against the Chicago beef packers as presented in Sinclair's novel, "The Jungle." For fear of what the Neill-Reynolds report might contain the senate passed the Beveridge meat inspection amendment to the agricultural bill May 20 without opposition. Then when influences in the house committee on agriculture were seeking to weaken this bill the fear of greater losses through prolonged agitation brought the friends of the packers to agree to a substitute satisfactory to the president. This placed the cost of

Uncle Sam's Big Expense Account.

Just before the close of the session it became apparent that the total of appropriations to carry on the government for the next fiscal year would be somewhere in the neighborhood of \$900,000,000. At this writing the exact figures have not been officially reported. It is customary for each party to insert in the record of a week or two after the end of the session a statement of its appropriations and its own explanation of them. This total recalls the outer limits of the Fifty-first congress, which in the Fifty-first congress appropriated over \$1,000,000,000 in the two years of its existence. Replying to the criticism that it was a "billion dollar congress," even the Fifty-fifth congress, which covered much of the Spanish war expenses, spent only \$1,553,000,000 in its two years; hence, at the pace set by this first session, the Fifty-ninth congress is certain to outstrip all its predecessors in the matter of public expenditures. To the criticism of the minority the dominant party replied that the country has grown in size, the numerous investigations and general inspections provided for have added largely to the cost of government.

The approximate amounts carried by the different appropriation bills and some extraordinary appropriations were as follows:

Permanent annual	\$141,471,520
Postoffice	105,358,750
Pensions	140,242,500
Naval	102,671,450
Army	71,517,150
Agriculture	6,653,000
Military	1,933,115
Sundry civil	102,300,000
Legal, executive and judicial	23,740,000
District of Columbia	10,131,200
Urgent deficiency	16,000,000
General deficiency	1,548,000
Cultural	9,800,000
Indian	10,233,400
Diplomatic and consular	10,233,400
Public buildings	25,000,000
Extra appropriation for Ishmian	11,900,000
San Francisco earthquake	2,500,000

Lock Canal at Panama.

The house was the first to go on record in favor of the lock type for the Panama canal, and the senate followed suit June 21, 36 to 31. By a party vote the senate directed that American products and manufactures should be used in the construction of the canal, and in this the house agreed.

On Jan. 27 the house adopted the bill authorizing the construction of the Lake Erie and Ohio ship canal, and on June 18 it passed the senate, 41 to 11.

After standing pat against the onslaughts of the tariff revisionists during most of the session the majority permitted the passage of the bill placing denatured alcohol on the free list. This is expected to be a great benefit to many industries requiring power machinery and vehicles.

Another bill which strengthens the arm of the executive in striking at the predatory trusts by preventing corporations from getting immunity because of testimony before a government bureau becomes a law.

Important Bills That Failed.

The Philippine tariff bill, which was one of the pet administration measures and which was forced through the house by making a concession of 25 per cent of the Dingley rates on sugar, tobacco and rice, by the vote of 258 to 72 as early as Jan. 16 was put to sleep effectively in the senate committee on the Philippines through a combination of Democratic and state and party Republican senators. The committee voted 8 to 5 against reporting this cherished administration measure, and the efforts to bring about a reconsideration proved futile.

The senate on June 5 tabled the proposed constitutional amendment permitting a federal divorce law.

The house defeated by a large majority the Adams bill authorizing whip-ping posts for wife beaters in the District of Columbia.

The senate on Feb. 14 voted 38 to 27 in favor of the ship subsidy bill establishing thirteen new contract mail lines to Central American, South African, Australian and Pacific island ports at the rate of \$5 per ton a year for the foreign trade and \$0.50 per ton for the colonial trade. It includes provision for a naval reserve force by payment of retainers to owners of subsidized vessels. This measure is stranded, however, in the unfriendly house committee on the merchant marine.

A new bill to restrict and regulate immigration, which passed the senate May 23, contained provision for an educational test—namely, the ability to understand the English language—and raised the head tax from \$2 to \$5, while creating a commission to investigate the entire subject. When, however, the house passed this bill June 28 the educational test and the head tax were stricken out, and the senate refusing to agree, the bill died in conference.

Throughout the session the senate committee on foreign relations resolutely resisted the administration's influence to report favorably the Santo Domingo treaty.

Other administration measures which failed badly in one house or the other were:

For federal control of life insurance companies.

Specific laws for prevention of election corruption.

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- Good ready-mix paint, per gal. \$1.00
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- Manilla Rope, per pound 12c
- Wansocket Oyster Shovels 40c
- Hake Fish, per lb. 2c
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- Panel doors good painted \$1.25
- Flooring all matched per 100 feet \$1.90
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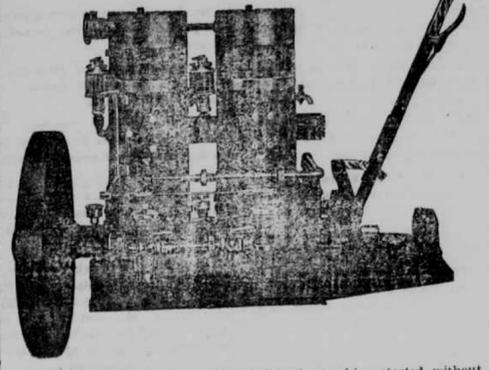
Owner (travels)—Yes, if you hadn't stopped to take up that girl in your machine you would have won the race. You were beaten by a mile. Chauder—Well, you know a miss is as good as a mile.—Chicago News.

Hewitt—Will you watch my trunk for a minute? Jewett—What do you take me for, a chest protector?—New York Press.

Mary—Pa has forbidden you the house. John—I wouldn't have taken it on any with the mortgage he has got on it.

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Leave	Arrive	Leave	Arrive
New York	9:00 a.m.	Philadelphia	11:17 a.m.
Philadelphia	11:17 a.m.	Washington	12:50 p.m.
Washington	12:50 p.m.	Baltimore	2:30 p.m.

North-Bound Trains			
Leave	Arrive	Leave	Arrive
Delmar	6:45 a.m.	Philadelphia	8:10 a.m.
Philadelphia	8:10 a.m.	Washington	9:55 a.m.
Washington	9:55 a.m.	Cape Charles	11:55 a.m.
Cape Charles	11:55 a.m.	Norfolk	1:35 p.m.

Arrive

Leave	Arrive	Leave	Arrive
Washington	4:05 p.m.	Philadelphia	5:30 p.m.
Philadelphia	5:30 p.m.	Baltimore	7:10 p.m.
Baltimore	7:10 p.m.	New York	8:08 p.m.

12:57 In addition to the above trains the Cape Charles Accommodation leaves Delmar daily except Sunday at 7:30 a.m., Salisbury 7:45 a.m., arriving Cape Charles 10:30 a.m.

Delmar Accommodation leaves Cape Charles 10:00 p.m., Salisbury 9:50 p.m., arriving Delmar 10:00 p.m.

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