

# Washington

What Congress May Do During the Coming Session—Campaign Contribution Legislation—Philippine Tariff—In Labor Interests—Farewell Term For Many Well Known Men



SENATOR DICK

WITH the resumption of business at the old mill where legislation for the nation is ground out year by year public attention turns once more to the subject of the national lawmakers and what they are liable to in the near future to put on the statute books. In spite of the many important bills which became law at the first session of the Fifty-ninth congress, there are quite a number of measures which were considered then, but not enacted into law, and which remain to be considered at this session and may be regarded as unfinished business. Among these are the proposed laws prohibiting corporations from making political contributions and compelling publicity of campaign expenditures. President Roosevelt is anxious for legislation on this subject, and the bills introduced last winter passed one branch of congress.

The Santo Domingo treaty will be brought up again in the senate. Arguments for and against the policy of the administration with respect to this island republic will be heard once more. Another effort will also be made by the administration forces to obtain the passage of a bill lowering the duties on imports to the United States from the Philippines.

Labor legislation will be considered during the coming months of lawmaking at the capitol, and first and foremost will be the proposed law establishing eight hours as the legal day on railroads and the anti-injunction bill.

The president's ideas on an inheritance tax will receive consideration at this session of congress, and some wiseacres predict the enactment of a law on the subject. Senator Charles Dick of Ohio has come out in favor of an income tax and says that personally he would prefer this to an inheritance tax as a more equitable method of taxation. As this session of congress is a short one, doubt is expressed whether the time would be sufficient for adequate treatment of the subject of revising the tariff, but Senator Shelby M. Cullom of Illinois, a leading Republican revisionist, has expressed the opinion that congress would be summoned in extra session next spring to make changes in the tariff. Senator Beveridge of Indiana has expressed a similar opinion. One of the left over subjects is the Reed Smoot case. Senator Frederick T. Dubois of Idaho, who was one of the main opponents of Smoot in the hearings before the committee on privileges and elections, will not be in the senate after this session. A Republican legislature was chosen in Idaho this fall, and Dubois is a Democrat. The Mormons will lose in him a powerful and energetic opponent.

This will be a farewell term for a number of men who have served their country in the national legislature so long that it was commonly supposed their country could not get along without them. Though the Republicans will control the Sixtieth congress by a comfortable majority, quite a number of the old congressional war horses of Republican faith have been told by their constituents to say goodby to Washington. Some lost their seats to Democrats, others to Republicans. Among those who must step aside for younger men of their own party are Representative Charles Henry Grosvenor of Ohio, who was defeated for re-nomination, and Representative James W. Wadsworth of New York, who was defeated for re-election by Peter A. Porter, independent Republican. The present session will in all probability be the last chance for "Old Figures," as General Grosvenor is known, to impress the legislators at Washington with his knowledge of statistics, for he is an old man, and his re-entrance to politics is unlikely. He is a picturesque figure, and his absence from the floor of the house will deprive the debates of that body of some of their most interesting byplay. It was the beef inspection controversy which cost Congressman Wadsworth his seat. Whether rightly or wrongly, his constituents of the far famed Genesee valley and Niagara frontier thought his attitude while the most inspection bill was under consideration showed too much regard for the packers, and they registered their protest with their votes.

Mr. Wadsworth is held in the highest esteem by his colleagues in the house of both parties, as was shown when the leader of the minority, John Sharp Williams, paid him a personal tribute during the discussion over the Packington disclosures. Mr. Wadsworth's sharp correspondence with the president in connection with the meat inspection legislation is still fresh in public memory. The differences that

developed between the two men were the more notable in that the congressman's son, James W. Wadsworth, Jr., who had just been made speaker of the New York assembly, was on terms of special intimacy at the White House. It was Senator Albert J. Beveridge of Indiana who was the foremost champion in the senate of Mr. Roosevelt's policy on the meat inspection issue, and the historic Wadsworth letter brought him in to the controversy which engaged so much attention for a time last spring. Senator Beveridge has recently been devoting much attention to the subject of child labor, has prepared a bill dealing with the subject and intends to press it to the attention of his colleagues during the forthcoming session. Mr. Beveridge's bill provides that no railroad, steamship or other carrier of interstate commerce shall transport or accept for transportation the product of any factory or mine that employs children under fourteen years old. The senator believes that child labor is a great and growing evil and that the best way for congress to get at it is through its power in respect to the regulation of interstate commerce.

Strong tariff revision sentiment in their districts caused several members of the present house who are noted for their stand pat ideas to fail of re-election to the Sixtieth congress. Among them is James T. McCleary of Minnesota, member of the great committee on ways and means and noted as an educator and writer. Another similar case is that of Joseph W. Babcock of Wisconsin. His retirement from national politics is attributed in part to the influence in the Third Wisconsin district, which Babcock now represents, of Senator Robert M. La Follette. It has for some years been Mr. Babcock's custom to devote his chief attention in campaign times to the districts of other congressmen, leaving his own to take care of itself, so confident was he of his loyalty to him. As chairman of the national republican congressional committee he directed the congressional campaigns from 1894 to 1904, and between this work and his duties as chairman of the house committee on the District of Columbia he had little opportunity to be at home. The past autumn, for the first time in many years, he made a canvass of his district, but it was of no avail in securing him a re-election. It was Babcock who made David B. Henderson speaker when Thomas B. Reed resigned the gavel. Some say he might at one time have been speaker himself. The congressman has a large fund of stories. One which he likes to tell concerns a man named Price who was once a member of the Wisconsin state senate.

"Price," said Mr. Babcock, "was a devoted prohibitionist and always made one long speech each session on his favorite theme. One day in the middle of one of these speeches he was interrupted by a German senator, a brewer from up Sheboygan way, named Schneider.

"I want to ask the senator a question," said Schneider. "I want to ask him if he knows the difference between sauerkraut and whisky."

"Yes, sir," retorted Price as quick as a flash: "one makes Dutch Democratic senators, and the other kills them."

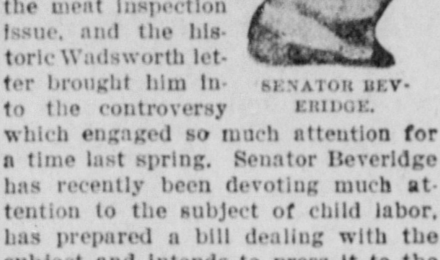
"Schneider did not dare to speak to Price the remainder of the session."

One of the members of the Fifty-ninth congress returned to the Sixtieth, but who came near losing his seat, is J. Adam Bede, the humorist. He, like Babcock, is a Minnesota man, and after he remarked in the house one day that the pilgrim fathers would never have landed on Plymouth Rock if they hadn't been seasick he found himself in much demand as a lecturer. In consequence he spent more time on the Chautauqua circuit than on the home hustings, with the result that the laugh came near being on himself. A ruthless iconoclast from Duluth, who stole all his jokes from a patent medicine almanac, started after his seat and nearly got it. The humorist of congress hustled home and saved the day by a tight squeak, so that, after all, the halls of legislation at Washington will not be deprived of his wit. It was in one of his speeches in the house that Mr. Bede once told of an incident that occurred in a little western town where a "Mr. Day" was wedded to a "Miss Week," and a great many people regretted the loss of time. But a country editor who had a penchant for poetry removed all sorrow, if he did not dry every eye, with the lines: A Week is lost, a Day is gained, but why should we complain? For soon there will be Days enough to make the Week again.

O-oh! First Steamship Passenger—How immense is the ocean! Second Steamship Passenger (faintly)—Yes. It feels like one grand, heavy stomach.—New York Life.

# Honor Fulton

Recent Birthday of the Steamboat's Inventor Remembered—Plans to Erect a Monument to His Memory. His First Experiments in Steam Navigation—The Clermont's Success



ROBERT FULTON

THE one hundred and forty-first anniversary of the birth of Robert Fulton, inventor of the steamboat, occurred on Nov. 14 and was observed by the Robert Fulton Monument association at a largely attended meeting of the society in New York, cities in all parts of the United States being represented by the members in attendance. The object of the association is the erection of a monument in honor of Fulton, and it was incorporated about a year ago. The plans have now developed to a point where the success of the project is assured, although much remains to be done in the collection of funds for the expense of the proposed monument, the selection of site, design, etc. It will be a hundred years on the 11th of next August since Fulton's Clermont steamed up the Hudson river for the first time, and it is desired that the arrangements for the monument should be well forward by that time. The anniversary will be observed at the Jamestown exposition, which has set apart Aug. 11 as Fulton day.

France claims the right to honor the father of steamboat navigation, too, for it was in that country he conducted many of his experiments. His achievements will be celebrated at the International Maritime exposition at Bordeaux next summer.

Fulton was born at Little Britain, Pa., in 1765 and died in New York in 1815. He started out to be an artist and, indeed, earned enough money to buy a farm from painting portraits and landscapes. He was a pupil of Benjamin West, and that artist in later years painted a portrait of him which is now considered the best in existence. He

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There are four grandchildren of Robert Fulton living—Robert Fulton Ludlow of Claverack, N. Y.; the Rev. Robert Fulton Crary, rector of the Church of the Holy Comforter, Poughkeepsie, N. Y.; Charles Franklin Crary of Merick, N. Y., and Mrs. Ella Crary Cammann of New York. At the recent meeting of the association Cornelius Vanderbilt, its president, announced that they had written a joint letter expressing approval of the objects of the association and giving their consent to the removal of Fulton's bones from the Livingston vault in Trinity churchyard, New York, to the proposed tomb and monument. At the same meeting a suggestion was made, which seemed to meet with much approval, to the effect that the memorial should be erected on the banks of the Hudson, at one end of the proposed bridge, in honor of Henry Hudson, who discovered that noble stream. This bridge will extend from the northern end of Manhattan Island to the heights of Spuyten Duyvil.

It is hoped to raise \$600,000 for the purposes of the Fulton monument, and contributions large and small are requested. The headquarters of the association are 3 Park row, New York. It is the hope of President Vanderbilt that the cornerstone of the monument may be laid during the month that the centenary of the Clermont's first voyage will occur.

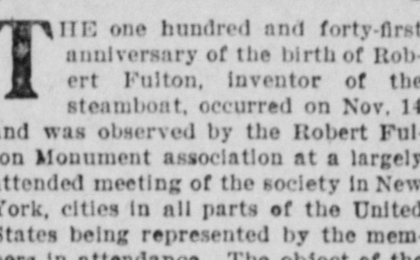
It Tests the Genius of the Actor and the Actress. The stage kiss is important. There is nothing which so tests the genius of an actor and an actress as the ability under just such circumstances to produce the illusion of love. On the stage it is necessary for them to forget their own personalities, to smother their own feelings, one for the other, and in the place of the warped though genuine kiss we see at the railroad station and the steamship wharf present to our eyes by the magic of their acting a highly artificial product.

And this highly artificial product, because it is art and because it is produced by art, impresses us as real and genuine where the actually real and genuine would have fitted us only with derision and contempt, just as real tears on the stage would fail to move us. Indeed, the best stage kisses, the kisses that are most convincing in the way of realism, are usually given and received by actors and actresses whose feeling for each other in private life is, to say the least, indifferent. Frequently, if audiences only knew, they watch lovmaking on the stage between men and women who are literally at daggers' points with each other.

I would not go so far as to say that such a state of feeling always contributes to good stage lovmaking and to realistic stage kissing, but I do know that it is an axiomatic truth, recognized by theatrical managers everywhere, not to engage playfolk lovers to enact similar roles in a drama if it is as all possible to get any one else.—Blanche Ring in "The Psychology of the Stage Kiss."

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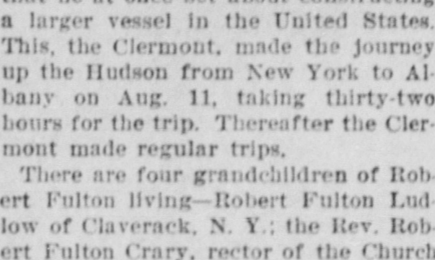
**Black and White**  
CIGAR—5c

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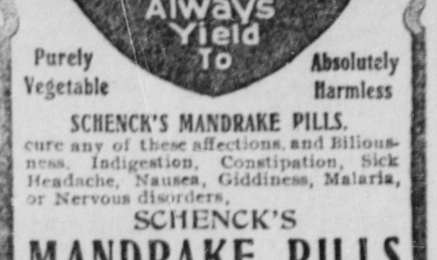
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