



THE LIBERAL POLICY. REVIEW BY THE PREMIER. Labor, The Hague and the Congo—The British Navy.

London, Nov. 9.—The celebration of the King's sixty-seventh birthday was brought to a fitting close at the inaugural dinner of the new Lord Mayor of London, Sir John C. Bell, at the Guildhall to-night.

Departing from the usual rule, the Premier referred in his opening remarks to domestic affairs, especially congratulating David Lloyd-George, president of the Board of Trade, on the settlement of the dispute between the railways and their employees.

The Hague conference, said the Premier, was a plant of slow growth, but he had great confidence in it and believed the day would come when there would be a cessation in the mad race for armaments which now was the scourge of common civilization.

The colonial conference, the Anglo-Russian treaty and the steps taken to prevent plague and epidemics in India having been disposed of, Sir Henry took up the Congo question.

Admiral Sir John Fisher, First Lord of the Admiralty, in replying to recent attacks on the navy, pointed out that in the recent North Sea manoeuvres there were gathered twenty-six of the finest battleships in the world and twenty-six cruisers, many of which were superior to any foreign battleship, and that even this great fleet represented only a fraction of Great Britain's naval power.

In conclusion, Sir John said that the fleet, in the number of fighting ships and in general capacity, was never so satisfactory as at the present time.

The day was observed throughout the British Empire with the customary military and naval salutes and displays. His majesty is at Sandringham, where the King and Queen of Spain and the Queen of Norway are staying, in addition to many other members of the British royal family.

LITTLE HEROINE DYING FOR BROTHER. Saved Baby's Life from Speeding Auto at Expense of Her Own.

Meriden, Conn., Nov. 9.—Alice Monahan, eight years old, is dying at the Meriden Hospital from injuries received last night in saving the life of her baby brother. An automobile was racing in the North Colony road, and the baby stood in its path.

She was struck by the car, and fell in front of another car owned and driven by William L. Clough, of Springfield, Mass., which was running in an opposite direction. The wheels of the car passed over her. The first chauffeur disappeared, but Mr. Clough placed the girl in his car and took her to the hospital, where it was said she would not recover.

TEXAS SUITS AGAINST 120 MILLERS. Aggregate Penalties in Anti-Trust Prosecution May Be \$7,000,000.

Austin, Tex., Nov. 9.—Attorney General Davidson filed suit under the Texas anti-trust laws to-day against 120 members of the Texas Millers' Association. In case convictions are found for the alleged infractions of the statutes, the aggregate penalties may be \$7,000,000.

FOR BEST TRANSPORTATION ESSAY, \$100. The National Municipal League, through Clinton B. Woodruff, the secretary, announces its intention to award an annual prize of \$100, designated as the William H. Baldwin prize, to the author of the best essay on "The Relation of the Municipality to the Transportation Service." The competition closes on May 15, 1908, when the essays, not exceeding ten thousand words, must be at the office of the secretary in the North American Building, Philadelphia.

A STORY ABOUT GRANT. Said to Have Asked Davis for Commission in Confederate Army.

Baltimore, Nov. 9.—Captain A. L. De Rosset, of Wilmington, N. C., in an article in "The Confederate Veteran," the official organ of the Confederate societies, says that General Grant, Admiral Farragut and General George H. Thomas applied to Jefferson Davis for commissions in the Confederate service.

Captain De Rosset says that Colonel Chalorou, who is the custodian of the Louisiana Historical Association, has in his possession the letters which he said Grant, Farragut and Thomas wrote to Davis. De Rosset continues: "Mr. Pierce was elected President in 1852 and appointed Jefferson Davis his Secretary of War. Later, at the suggestion of Davis, and for good reasons, Grant, then a captain, resigned from the United States Army. Upon the secession of the Southern States, in 1861, Captain Grant applied to the Governor of Illinois for a commission to raise a regiment to serve in the United States Army. His request was ignored at that time, and later, Jefferson Davis having been inaugurated Provisional President of the Confederate States on February 18, 1862, he wrote asking for a commission in the Confederate Army. While in New Orleans some time ago I mentioned the incident to Colonel Chalorou. He told me my information was correct, and that he had in his possession the original letter from Captain Grant to Mr. Davis making the request, but that, in accordance with the terms of Davis's will, the correspondence could not be published until two years after the death of Mrs. Davis."

DENIES MORSE IS OUT. G. W. Perkins Says Morgan Has Not Control of Coastwise Lines.

George W. Perkins, of J. P. Morgan & Co., last night at his home at Riverside denied the published report that Mr. Morgan had obtained control of the Consolidated Steamship Company, the coastwise shipping trust recently organized by Charles W. Morse.

The attention of Mr. Perkins was called to a story printed in an evening paper, in which it was said that the controlling interest in the Consolidated Steamship Company had been won by Mr. Morgan. Mr. Perkins said that at the time when Mr. Morse resigned from the vice-presidency of the National Bank of North America, as well as from all the other local banking institutions with which he was connected. According to this story, the directors of the Consolidated Steamship Company were to meet to-morrow to issue a statement announcing the change of control. Mr. Perkins was asked to confirm or deny the story.

"I have read the story," said Mr. Perkins, "and there is absolutely no truth in it." Asked if he cared to make any further statement, Mr. Perkins significantly replied, "I don't think it is necessary, do you?" The coastwise steamship companies included in the Consolidated Steamship Company are the Mallory, the Clyde, the Eastern, the Metropolitan, the New York and Cuba Mail and the New York and Porto Rico Steamship companies. The company is capitalized at \$60,000,000. It also has a large bonded indebtedness. The bonds sold yesterday on the curb at 8 1/2, while the stock was quoted at 1/2. Mr. Morse organized the company and has always held a controlling interest. It is looked upon as the most important of the Morse enterprises.

DEFENCE OF RAILROADS. Reply Issued to the Charge of Overcapitalization.

Chicago, Nov. 9.—The long expected reply of the railroads to the popular cry that the railroads of the United States are tremendously overcapitalized and that therefore freight rates are unduly high was issued to-day in a pamphlet prepared by Sisson Thompson, manager of the "Bureau of Railway News." The document is a spirited denial of the many charges which have been made by the critics of railroads as at present managed.

Where the net capitalization in 1906 has been officially declared to be only \$11,671,940,649, the cost of the railroads through several processes is approximately \$13,000,000,000. In comparing these figures with the cost of railroads in other countries Mr. Thompson shows that the same roads would cost: On Canadian basis, \$13,584,240,000; on German basis, \$21,960,000,000; on French basis, \$28,712,000,000; on Belgian basis, \$34,795,000,000, and on English basis, \$58,644,000,000.

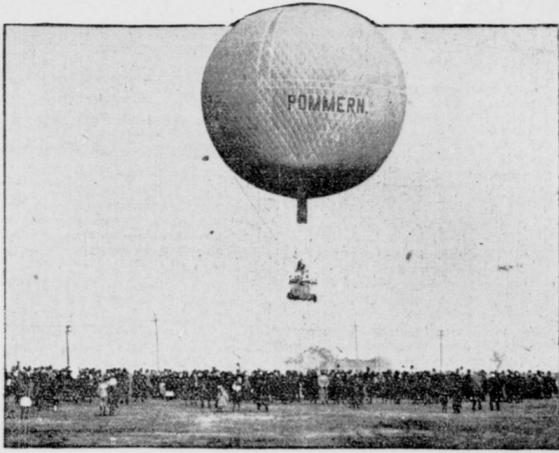
On the ratio of assessed value to the true value of all property in the United States, as reported by the federal bureau, the assessment of American railroads for the purpose of taxation is a certificate of value for \$12,890,000,000, or more than \$1,000,000,000 above their net capitalization. Although looking at the question strictly from the point of view of the railway officials, Mr. Thompson is a strong advocate of the popular demand for a governmental valuation of the railroads. He denies, however, that the question of capitalization has any bearing on the question of rates, such as is insisted upon by what he describes as "social agitators."

TEXAS TREASURY SUSPENDS. Financial Stringency Halts the Payment of Warrants.

Dallas, Tex., Nov. 9.—The financial stringency hit the State of Texas officially to-day, when the State Treasury was compelled to suspend payment of warrants. The state has \$4,964,637 deposited in various banks under the state depository act. Of this amount \$600,000 belongs to the general fund. None of the money can be drawn from the banks. The Treasury has paid out from \$50,000 to \$100,000 a day for the last week, until its supply of available cash is exhausted.

MUST NOT REMOVE OIL PROPERTY. Austin, Tex., Nov. 9.—In accordance with the temporary writ of injunction obtained by the state against the Security Oil Company and other alleged Standard Oil concerns, the Attorney General's department addressed a letter to each of the general managers of the railroads in Texas to-day, advising them not to remove or haul out of the state any of the property of these concerns.

PHILADELPHIA TO NEW YORK BY BALLOON. The Pommern ascending in Philadelphia yesterday.



FLY FROM QUAKER CITY. Dr. Thomas and Party Land Here After Six-Hour Trip.

After a sail of more than a hundred miles in the air from Philadelphia to New York in the balloon Pommern, which he recently made arrangements to purchase, Dr. Julian P. Thomas, accompanied by Mrs. Thomas, Oscar Erbsloeh, winner of the James Gordon Bennett cup, in the St. Louis race; Captain T. T. Lovelace and Lieutenant Robert Henderson, chief engineer of the battleship Missouri, landed at 175th street and Westchester avenue last night. The balloon left Philadelphia about 11 o'clock in the morning and was in the air for about six hours and a half.

The trip was taken primarily to demonstrate that it was possible to govern the direction in which a balloon will sail by running it into the right air current. It proved to the satisfaction of Dr. Thomas, and also, as he said, it proved that the German balloons and the German balloonists are the best in the world.

The big bag was "steered" most of the way by Mr. Erbsloeh, who, according to Dr. Thomas, threw out the sand not in bags as is often done, but in handfuls sometimes, and watched with the instrument of which he was governing. There was a lot of cheering by the crowd that assembled at the start in the Quaker City, but it ended when the balloon was two thousand feet in the air going at high speed.

At that height the navigator caught the current that he wanted and the balloon sped along toward New York. At times the progress was slow, once the balloon remaining for nearly half an hour over a boy who was trudging along a New Jersey road. At Allentown the aeronauts were forced to descend until they were only a few hundred feet above the ground, and throughout the journey they never reached a height of more than four thousand feet. The bag sailed up over Fort Hamilton and then to Astoria, where it doubled back to Manhattan and to The Bronx, as the result of clever navigation.

Dr. Thomas spoke in highest praise of his pilot, whom he called the most competent and scientific of all aeronauts with whom he had made ascents. German balloons also came in for a good share of praise. He said that he believed the Pommern, which he purchased a few days ago, was the best balloon in the world. It is said that it can stay in the air with passengers for twenty-four hours if desired.

BALLOON VOYAGE COLD. Stevens and Photographer Pass Over Snow Covered Mountains.

Concord, N. H., Nov. 9.—The balloon Stevens No. 21 landed in New London, N. H., at 5:05 p. m. to-day after a successful trip from North Adams, Mass., where the ascension was made at 12:10 p. m. Leo Stevens, of New York, the pilot of the balloon, and Frederick H. White, of New York, a photographer, who went along to take pictures, said that their voyage was a pleasant one and that they passed over many mountains which were white with frost and snow. For a greater part of the time the balloonists found the temperature rather cold, as they travelled quite near the earth during most of the journey.

The landing was made in an easy and comfortable manner near a roadside, and persons dwelling near by assisted the aeronauts in packing up the balloon for shipment.

AN IRISH PEER A SUICIDE. Lord Francis Kilmaine Throws Himself from Window in Paris.

Paris, Nov. 9.—Lord Francis William Browne Kilmaine, representative peer for Ireland since 1900, who had been suffering from neurasthenia, threw himself out of a window of his apartments, in the Avenue d'Iena, to-night and was instantly killed. He was, born in 1843.

WON HIS BET, THEN FAINTED. Washington, Nov. 9.—Max Duffek, of Munich, Germany, to-day walked on his hands down all the steps of the Washington Monument, and won a wager of \$50. He fainted on reaching the bottom, and was afterward ordered off the grounds by the watchman.

MODEL TOWN OF PULLMAN VANISHED. Chicago, Nov. 9.—The model city upon which the late George M. Pullman expended millions of dollars has finally faded away, and the estate has closed out the last of the houses and lots. Yesterday Mrs. Frank O. Lowden, daughter of George M. Pullman, and wife of Congressman Lowden, of Illinois, bought all that was left of the town. She gave her check for \$352,000 and took deeds for ninety-nine buildings and the lots upon which they stand. Altogether the estate has disposed of 425 flat buildings and 22 houses to Mrs. Lowden.

TRUMBULL COMMENDS PRESIDENT. Cheyenne, Wyo., Nov. 9.—President Trumbull of the Colorado & Southern Railroad, at a dinner here to-night said that government ownership of railroads is impracticable and that restrictive legislation by states and President Roosevelt's idea of railroad regulation are the only solution of the many evils of the railroad situation.

DEAF PERSONS CURED. The Leonard Invisible, Antiseptic Ear Drum pronounced success. Any deaf person who calls at the office of A. O. Leonard, suite 307, Nov. 1161 to 1175 Broadway, will be given a free trial of this ear drum under supervision of competent assistants. No charge is made for examination of ears. Head noises are instantly relieved in most cases. Mr. Leonard, the inventor, was a deaf man. Full information by mail.—Adv.

MR. FORAKER TO SPEAK. Will Soon Announce His Presidential Candidacy, It Is Said.

Gallipolis, Ohio, Nov. 9.—The Gallipolis Journal to-day prints the following dispatch from Columbus: "Senator Joseph Benson Foraker will enter the race for the Presidency within the next ten days as an open and avowed candidate against Secretary of War William Howard Taft. The movement for Foraker is to be led by Charles L. Kurtz, Commissioner A. T. Vorys refused to discuss the new development. The result of the elections over the state has not encouraged the Taft managers."

Columbus, Ohio, Nov. 9.—Three Republican papers heretofore counted for Taft, have come out for Senator Foraker for President. They are "The Monroe Courier," of Woodsfield; "The Carrollton Free Press-Standard," of Carrollton, and "The Minerva News," of Minerva. These papers say the result of the election in Ohio cities has put Mr. Taft out of the race.

PLOT TO KILL THE CZAR. Attempt to Stop Imperial Train—Shots Exchanged.

St. Petersburg, Nov. 9.—What is believed to have been a carefully conceived plot to take the life of Emperor Nicholas while he was on the way from Peterhof to Tsarskoe-Selo to-day was frustrated by the vigilance of the railway guards. Early this morning a guard discovered six men trying to cut the wire of a semaphore signal at Ligovo station, at the junction of the railroads to Peterhof and Tsarskoe-Selo. The guard attempted to arrest the men, but was fired on and wounded. The shots, however, aroused the officers and guards at the station and several volleys were exchanged between the outlaws and the soldiers, the former escaping without injury.

The police profess to be unable to understand the attempt to cut the semaphore, as such an act could hardly work any harm to the imperial train, which was due to pass a few hours later. It is generally believed, however, that the outlaws intended to prevent the use of the signal, with the object of bringing the train to a stop at that point. No arrests have been made.

STEEL AND IRON RECORDS. High Marks Broken in the Production During October.

Cleveland, Nov. 9.—Reports from the industrial steel and iron trade reveal some remarkable conditions. Although for a number of weeks new business has been reduced to a small volume, statistics of production for the last month show that seldom in the history of the trade have such large tonnages been turned out. For example, the American Bridge Company, the largest producer of structural material, turned out 60,000 tons last month, but sold only one-third of that amount.

The great plants of the United States Steel Corporation at Chicago and Pittsburg made surprising records. The Carnegie Steel Company, for example, broke fifteen records at its various plants. The Illinois Steel Company not only broke all its previous records, but did so in every individual department in all its works—South Chicago, Milwaukee and Joliet.

The blast furnace production for October was even more surprising than all of these. According to the statistics of "The Iron Trade Review" it reached a new high point in the history of the trade, the production being 2,352,530 tons, compared with the largest previous output, 2,291,030 tons, in May of this year. In other words, the production for October was at the rate of about 28,000,000 tons a year.

The statistics for November will doubtless have a vastly different story. Many sheet and tin plate mills have been closed and the sheet bar mills of the steel corporation at Columbus and Bellaire are idle. The corporation now has twenty-one blast furnaces out of commission, and independent concerns are curtailing their production. Hence, it may be confidently expected that the output of both pig iron and finished materials will be much smaller this month than for any other month of the year.

This policy is believed by men in the iron trade to be wise, as it will prevent demoralization in prices, which up to date have been maintained remarkably well.

HADLEY ATTACKS GOULD. Questions Statements Regarding Effect of Missouri Rate Law.

Jefferson City, Mo., Nov. 9.—Referring to the recent statement of George Gould in his comments on the effect of the Missouri 2-cent fare law upon the earnings of the Missouri Pacific, Attorney General Hadley gave out a statement to-day in which he takes issue with Gould. It is believed railroads in Missouri will take action on the 2-cent law on December 1.

"Railroad presidents seem to be determined to put up a 'poor mouth' about the railroads' business without much reference to the facts," said Attorney General Hadley. "Whether they do this through force of habit or expect to be able to mislead the public and the courts I do not know. Mr. Gould ought to know whether his road is making money or not, even though he has spent the last four months riding in an automobile in Europe. But when he says, the road would save money if it would take off all the passenger trains, it is evident somebody has been misleading him or else he is trying to fool the public."

"According to the return made by the Missouri Pacific to the Missouri Railroad commissioners, the average return of the Missouri Pacific for each passenger carried a mile in 1905 and 1906 was 1.863 cents. In 1904 and 1905 the Missouri Pacific, according to its own figures in the maximum freight rate case, had net earnings in the passenger business in Missouri of over a million and a half dollars, and these earnings were produced with an average revenue of not over two cents a mile for each passenger carried."

"Another interesting fact, in view of Mr. Gould's defunct and ludicrous proclamation, is the fact that the Missouri Pacific is about to lose more money by putting on two new passenger trains between St. Louis and Kansas City. If I were a stockholder in the Missouri Pacific and believed what Mr. Gould said I should certainly get after the directors to find out why it was that they are going to lose more money by adding more passenger trains."

WHERE TO TAKE LUNCH. And drink the Highest Types of American Wines. H. T. Dewey & Sons Co., 125 Fulton St., New York.—Adv.

GOLD STREAM LESSENS. URGENT DEMAND PASSING. Country Drain Expected to Slacken This Week.

Nearly \$2,000,000 additional gold was engaged yesterday for import into this country. Lazard Freres taking \$1,000,000, the National Bank of Commerce \$375,000 and the National Bank of the Republic of Chicago, \$500,000. These engagements bring the grand total thus far obtained to \$47,150,000. That further engagements will be announced this week is probable, but they are expected to be comparatively small in amount, and bankers do not believe that the total will run much above \$50,000,000.

More or less uneasiness is still felt over the continuance of the heavy demand for currency in the interior. Shipments through the Sub-Treasury yesterday amounted to \$615,000, of which \$206,000 went to Chicago, \$235,000 to San Francisco and \$150,000 to other points, among them Philadelphia and Cincinnati. Other large shipments are made from day to day by their correspondents, which send the money to their correspondents by express, so that the drain cannot be estimated with accuracy.

A good deal of the currency transferred in the last few days probably represented the shifting of gold which had been brought in for account of banks in the interior. Money has been sent West and South on so heavy a scale that it is now believed by leading bankers that another week or so will see the end of the urgent demand from these points. The slackening of that demand, it is expected, will tend to restore the confidence of those who are hoarding money taken by them from the banks when the financial situation began to assume a serious phase.

Money brokers continued yesterday to do a large business in the purchase and sale of currency, with the prevailing quotation around 2 per cent. At the close of the market 1 1/2 per cent was offered for sums of \$1,000 and over, while the premium charged those who needed currency for pay rolls was 3 per cent. The large brokers reported offerings in abundance, but at the same time a steady demand, which held up the rate at about Friday's figures. Most of the money purchased was sent out of the city, the local banks having no trouble in taking care of the requirements of customers. This was a marked improvement, as last week many large local firms were unable to get enough cash for pay roll purposes. It was the prevailing opinion that the premium on currency would continue at about the prevailing rates during the coming week, but that by the week's end the demand would have been satisfied.

Owing to the system of averages on which the weekly bank statement is made up, the gold arriving here in the last week, more than \$30,000,000 in amount, figured to only a small extent in the cash item of yesterday's statement. Taking into account the various demands upon the associated banks during the week just ended, that statement was not considered in Wall Street yesterday afternoon as conspicuously unfavorable, although it would not be described as particularly reassuring; for, although the deficit increased to the record breaking figure of \$1,924,625, the percentage of reserve is only a trifle under that of a week ago, standing at 29.22, against 29.39 of a week ago.

Loans increased \$38,862,500 and deposits \$35,091,200, but the decrease in cash was only \$4,313,000, comparing with a loss of \$30,601,800 in the preceding week. As a result of the decrease in cash and the increase in required reserve arising from the heavy increase in deposits, the deficit increased \$13,085,500, the total deficit in reserve now being, as already noted, \$51,924,625.

As the bank statement, according to the new ruling of the Clearing House, now adopted as a settled policy, was not issued until after noon, it had no influence on the course of trading in the stock market. Dulness prevailed in that market, only about eighty-eight thousand shares being dealt in during the two hours of business, and at the close irregular small net price changes were shown.

The French liner La Touraine, arriving yesterday afternoon from Havre, brought \$885,687 in gold, purchased from Paris bankers by six New York banking houses.

A financial force that will furnish a big uplift to the monetary situation throughout the United States may be reckoned to make itself felt within the near future, when European investors, according to views expressed yesterday by international banking houses, are expected to come into the New York market and purchase standard securities whose prices have been forced to low levels by urgent liquidation.

Purchases of American securities on a large scale for foreign investment mean further big gold imports, and the opinion was freely expressed that millions would soon be poured into New York in payment for securities purchased at the present level. Arbitrage houses already report purchases of an investment character by English houses, and as the situation clears these purchases will increase.

England and the Continent bought largely of American securities last March, when the local market was suffering from a severe decline, and arbitrage brokers now say that bargain hunters abroad are again nibbling at good American securities.

CALLS CONDITION GOOD. Prominent Banker Optimistic Over Financial Situation.

One of the bankers who attended all the conferences of the last two weeks, and did more perhaps than any other individual to avert the threatened crisis, when asked last night for his opinion of the present situation said: "It is immeasurably better."

"When it was suggested to him that yesterday's bank statement was nothing to brag about he replied quickly: "Why, that was a good bank statement in view of what we have passed through. All this gold which has been arriving and will continue to arrive is not yet shown in the bank statement."

Asked if there would be any conferences of bankers to-day, he replied vigorously in the negative. "We haven't had much sleep lately," he added, "but I intend to get considerable between now and Monday morning."

The tone of the entire interview, indeed, was exceedingly optimistic, and cannot fail to inspire a return of confidence, coming as it does from one who knows so thoroughly whereof he speaks.

VON BRIESEN TO ASSIST. Legal Aid President Member of Knickerbocker Committee.

It was announced last night that Arthur Von Briesen, president of the Legal Aid Society, had consented to become a member of the Satterlee committee, which is endeavoring to straighten out the affairs of the Knickerbocker Trust Company. Mr. Satterlee, who is a member of and counsel to the