CREDIT CURRENCY PLEA

C. N. FOWLER'S VIEWS.

Legislation Needed to Prevent Commercial Crisis, He Says.

Charles N. Fowler, chairman of the House Committee on Banking and Currency, made the following statement yesterday respecting the outlook for financial legislation in the 60th Congress:

"There certainly should be some remedial legislation, and I can assure you that the members of the Committee on Banking and Currency will bend their energies to that end. What we shall be able to accomplish, no man can answer. But that there is urgent need for help no man can deny.

"At the dinner of the executive council of the American Bankers' Association at St. Louis a year ago I predicted that the thing which has happened must happen unless some immediate action was taken; that there was not a banker in the United States who would not regret it if something were not done.

"At the close of the last session of Congress I said that the condition of our finances and currency was such that it would of necessity lead to the destruction of our prosperity.

"Again, I now declare that if this government continues its present policy of injecting into the arteries of trade and commerce a fixed bond secured currency—by exchanging securities, by bond speculation, by Treasury manipulation, by executive order or by any other form of thimble-digging—we shall continue to move, but with greatly accelerated speed, toward a commercial crisis, compared with which the present panic is only a pleasant summer outing. Our condition this fall has been one of real prosperity. Our crops are worth about $7,000,000,000, the products of our mines about $1,400,000,000, our manufactured products about $17,000,000,000—a total of $25,000,000,000.

"Meanwhile we have had the advantage of an extraordinary consumption of foodstuffs as a result of the Russo-Japanese war, the disturbed condition of Russia has led to a reduced wheat acreage there, a food scarcity prevails abroad, and consequently we are enjoying exceptionally high prices. If all this were not true, but, on the other hand, our business conditions had been bad, our crops poor and foreign prices low, imagine what would have transpired.

"Notwithstanding all this, and wholly because of the maladministration of our finances, we are in a state of panic.

"We have to-day in the banks of this country about $12,000,000,000 of deposits and about the same amount of outstanding loans. Against this fabulous sum the banks hold as reserve about $800,000,000 or less than 8 per cent. And even of this 8 per cent reserve, nearly one-quarter—$200,000,000—is in banknotes, a mere credit, a mere promise to pay.

"Stating it in another way, the reserves held against $2,500,000,000 of our bank deposits in the United States to-day are banknotes and not gold, which is admittedly the only proper reserve in any country with a gold standard.

"Yet if we continue our present policy, where is it going to end? How long will it be before all of our bank deposits will rest upon credit reserves? This is obviously the worst and wildest form of inflation. Yet it is rumored that sheer madness is to follow in a scheme now being brought out to add to this already overwhelming burden—another load in the form of state, municipal and railroad bonds, as the basis of our bank currency liability. No one who has studied this question doubts that all of our reserves, whether for deposit or any other form of bank liability, including banknotes, should be gold. Yet, amazing as it may seem, at the annual meeting of the American Bankers' Association a year ago a resolution was introduced declaring that national bank notes were a fit reserve. The argument was that a national bank note, being secured by government bonds, was just as good a reserve as a greenback, and the greenback is a lawful reserve. But this is begging the question, as the greenback itself is only tolerated as reserve because the government stands ready at all times to redeem it in gold.

"The security for the national bank note, on the other hand, is a 2 per cent government bond, payable twenty-five years hence, which as an investment based upon its rate of interest would sell for about 65 cents on the dollar. Its present price is due to special demand for it as security for the banknote issues.

"To suggest as a remedy for our financial trouble this we add to the already existing burden of about $700,000,000 of bond secured bank issue an unlimited amount of banknotes based upon state, municipal or railroad bonds will prove the last straw. It will still further force gold out of our reserve and out of the country.

"New York City bonds are of the highest character in the country and would necessarily be included. Yet of these it should be said that the 3 per cents some years ago sold for between 110 and 111, while to-day they are selling at 65, and New York City is finding it difficult to float the new loan at 6 per cent. This sort of inflation must be stopped. Bank liabilities, whether to depositors or note holders, must be based upon gold and not upon fluctuating credits. Expansion is simply increasing the liabilities of a bank without a corresponding increase of its reserve, and this may take place although the reserve be in gold coin. It is simply a question of the relation of the liability to the reserve and not the form of the liability.

"Inflation, on the other hand, is basing one credit upon another. It is wholly immaterial what the basic credit is, whether a government bond, state bond, municipal or a railroad bond.

"The entire banking resources of the world aggregate about $37,000,000,000. Of this, $21,000,000,000 is employed in foreign countries and $16,000,000,000 in the United States. Of the $21,000,000,000 employed abroad about 25 per cent consists of credit bank notes or cashiers' checks, payable to bearer, or current credits. While with our enormous banking resources, which exceed three-sevenths of the entire banking resources of the world, we have not a single dollar of such current credits, except the clearing house certificates and cashiers' checks now in circulation."

PRAYER SAVED BANKERS.

W. P. Hall Tells How He Helped in Crisis.

[By Telegraph to The Tribune.]

Greenwich, Conn., Dec. 1.—William Phillips Hall, president of the Hall Signal Company, of New York, and the American Tract Society, who lives here, gave up an engagement at the Baptist Tabernacle in Brooklyn to-night to address his neighbors in the First Methodist Church, of Greenwich. His text was, "And where is the God of Elijah?" "I have a confession to make to you," he said. "Many of you know that for the last two years I have not been acting in evangelical work. Prior to that I was led by God to start the world-wide evangelical reform movement known as the Twentieth Century Movement.

"I had the whooping cough for two years, and my mouth was sealed so I could not talk. But I prayed for this one and that one of God's leaders for the community and for my friends. And then I prayed: "Oh, God, cost it what it may to the country, show Thy people that Thou art the God of Elijah, and turn them from thoughts of this world to thoughts of heaven!

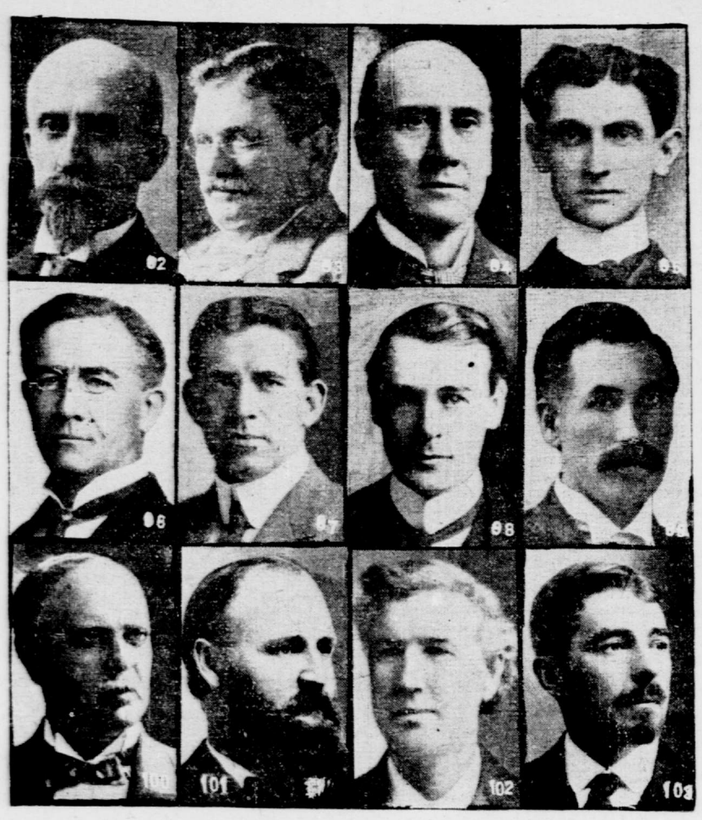
"One morning I went to my New York business, and there was something strange evidently to happen. I felt it. First one bank then another closed. I placed my hand on the shoulder of one bank president and said to him I am praying for you. He said, 'I know it, and if you continue all will be well.' He did not go under.

"I realized that God was about to show men that there was more than money welfare here below. I have gone from one banker to another, broker to broker, and put the question to them, and they all agree that the basic cause of this great panic is the attitude men have taken toward their Heavenly Father, ignoring Him for worldly gain."

Apollinaris

"The Queen of Table Waters"

FORMER MEMBERS NOT IN LAST CONGRESS NOW RETURNED.



92 Ben F. Caldwell, 21st Illinois; 93 William H. Jackson, 1st Maryland; 94 Courtney W. Hamlin, 7th Missouri; 95 Robert Lamar, 16th Missouri; 96 Gilbert M. Hitchcock, 2d Nebraska; 97 William Hughes, 6th New Jersey; 98 Francis B. Harrison, 16th New York; 99 William T. Crawford, 10th North Carolina; 100 Isaac R. Sherwood, 9th Ohio; 101 W. R. Ellis, 2d Oregon; 102 Sam B. Cooper, 2d Texas; 103 Francis R. Lassiter, 4th Virginia.

SOLDIERS IN CUBA.

TROUBLE IF RECALLED.

Army Officer Tells of Unusual Conditions Existing There.

"If the American troops are brought home from Cuba next June, as I have seen it stated in press dispatches that they might be, they will be back there before the next June, and in the mean time many lives will have been sacrificed to a sentiment." This statement was made yesterday to a Tribune reporter by one of the best known army officers in the service, who was spending the day in New York City.

"I don't mean, either, that it will be a whole year," he continued, "before our boys will be ordered back to Cuba, for I believe trouble there will follow rapidly upon the heels of the vanishing army of pacification. I doubt if there is an officer in the army who is at all familiar with the true state of affairs on the island who does not agree with me in this matter. The advice of these men all along has been that nothing short of murder will be the result of the formal order of recall.

"I know positively that a fund has been raised already by the men back of the American interests in the island for use in the state of anarchy that will reign without the blue-coated men. The American interests there are as familiar with what will happen as are the officers who have studied the situation. In the Spanish mind there is no conception of the rights of property, and this will lead to a state of affairs that will mean only one thing—revolution and bloodshed. Without our troops the business interests in the island—largely American—will be at the mercy of the powers that be. This fund I speak of has been raised so that when the situation becomes intolerable it can be used in financing a revolution and the placing of another crowd of officials in power, the men back of the scheme hoping by that means to receive better treatment than will be accorded them at first and from a government which they did not make. I know this is a startling statement to make, but there are a dozen men in the service who can back me up in it.

"The army officers are a unit—I mean the men who have been in Cuba and the Philippines—in agreeing that well meaning but misinformed persons have succeeded in making certain high officials of the government forget some things and blinding them to a true appreciation of the dangers that we army officers know exist.

"There has been too much sentiment altogether in the whole matter, and now as the time for fulfilling a hastily given pledge arrives army officers feel it would be wiser and better for everybody in the future if a frank statement were to be made that conditions in Cuba do not warrant—nor ever will warrant—the complete withdrawal of our troops. Of course, there would be a storm of protest from the uninformed, but I tell you every officer in the army would heave a sigh of relief.

"Don't understand me as meaning that the army officers are afraid of another mix-up in Cuba. It is not that, for fighting is our business; but in this case, with the knowledge of conditions we have, it would be so much more like murder than fighting that we cannot help an occasional shudder. The withdrawal of our troops means murder and fighting before we could get them back and some lively fighting after that.

"There are about one thousand marines, five regiments of infantry and some artillery in Cuba now. Since the American occupation our men have gone, so to speak, into the highways and byways and studied the Cubans until to-day we know them better than they know themselves. Our men down there now know what to expect, and just because you do not hear of any trouble, present or brewing, is no sign it is not there, but our soldiers with their knowledge are able to nip it in the bud. Take them out and disorder and anarchy will run riot. Now they are following the practice of your once great detective, Thomas Byrnes, in playing one crook against another.

"The Spanish character is about the most peculiar on record, and you never know from day to day what the Spaniards, and Cubans as well, will do. But the best way is to be on the safe side, and that is to forget sentiment and keep the soldiers where they are needed."

LOWEST BIRTH RATE IN FRANCE.

Intellectual and Moral Influence of Country Imperilled, Dr. Bertillon Says.

Paris, Dec. 1.—A decreased birth rate in France in 1906—the lowest, in fact, that her history records—is shown by statistics just published by the official journal of the republic. Recent years have been marked by a steady decline in the number of births. The average yearly rate from 1896 to 1905 was 839,843. In 1906 the births fell to 806,847. The deaths during the year aggregated 780,196.

Dr. Jacques Bertillon, chief statistician of Paris, takes a pessimistic view of these figures. He points out that whereas all of France's neighbors yearly increase in population France's population is at a standstill. Soon, he thinks, the tide of her population may fall backward.

"It is not alone our political and military power," Dr. Bertillon writes, mournfully, "that is menaced by this lamentably low birth rate. It is, more than that, our economic power and the intellectual and moral influence of France that are gravely imperilled."

MORE BATTLESHIPS.

MR. METCALF WANTS FOUR

To Be of Largest Class—The Pacific Cruise.

Washington, Dec. 1.—In his annual report, made public to-day, Secretary Metcalf recommends the construction of four of the largest battleships of the Delaware or Dreadnought class, to cost $9,500,000 each; four scout cruisers, ten destroyers and twelve other vessels, at an aggregate cost of $69,270,000. Of the construction programme he says:

It is true that our navy at the present time is the second in efficiency. Our position, however, is largely due to the fact that during the last fiscal year our sea strength and fighting efficiency have been increased by the completion and delivery of a number of new battleships and cruisers of the largest and most approved type, but we will not maintain this position very long unless Congress shall authorize the building of additional ships. It is of the highest importance that old and practically obsolete ships be replaced by ships of the newest type. It is pretty generally conceded that the battleship is the fighting machine, and it is also pretty generally conceded that the most effective battleship is the all big gun ship of the Delaware type. As compared with other naval powers, we are deficient in destroyers and submarines, and are also wofully deficient in colliers.

I earnestly recommend that Congress authorize, at its coming session, the construction of the following vessels:

Four battleships of the same type as the Delaware class.

Four scout cruisers of the same type as the Chester class.

Ten destroyers of the same type as those recently contracted for.

Four submarines of the same type as those recommended as the result of the recent competitive tests, provided a more satisfactory type is not developed in the mean time.

One ammunition ship.

One repair ship.

Two mine laying ships; conversion and equipment for that purpose of two cruisers now on the navy list.

Four fleet colliers.

Regarding the organization of the Atlantic and Pacific fleets and the cruise of the battleships to the Pacific he says:

The plan of organization of the Atlantic fleet became a realized fact in April last, when two complete squadrons of battleships assembled at Hampton Roads. These sixteen ships formed, in weight and numbers combined, the most powerful fleet of battleships under one command in any navy, and since the Jamestown review its strength has been increased by the substitution of the latest completed ships, the Vermont and the Kansas, for the earlier type, the Indiana and the Iowa. Further, in the composition of its divisions, the fleet is homogeneous. The latest addition has made possible a rearrangement by which one squadron consists of battleships as closely similar as modern conditions of building permit. Of the other squadron, its two divisions consist of vessels alike, or near enough alike, for tactical purposes. We may say, therefore, that the long-desired homogeneity is at last secured and that for the acquirement of tactical experience and development of a powerful mobile force the Atlantic fleet is in a most favorable condition. We may confidently look to it for constant practice and test of important tactical problems for which the long cruise about to be undertaken will afford many opportunities.

Carrying out the plan outlined last year, all naval forces in the Pacific and Asiatic waters were early this year united in one command, forming the Pacific fleet. This is an important step for strategic reasons, since all operations in the Pacific as well as in the Atlantic should have one general direction and control. No proper development of naval efficiency could proceed without it, and it is important also as serving directly to bring about a general appreciation of the fact that geographical limits such as our squadrons hitherto have had were opposed to the idea of perfect mobility, by which a fleet, squadron, or division should be free of any local tie or dependence. Geographical interests still exist, however, and must be looked out for, which the adopted plan of organization covers by the periodical or frequent interchange of squadrons or divisions among waters which were formerly parts of separate stations under independent command. Such a movement was the recent one of the armored cruiser squadron from Asiatic waters to San Francisco. By adhering to this plan of interchange, with frequent resort to large concentrations of all, or nearly all, of one general command, in both Pacific and Atlantic, we may hope for the same gratifying results in tactics that wholesome competition has won for gunnery.

During the first stay of the Atlantic fleet at Jamestown a plan long under consideration was made public to send the fleet on a voyage to the Pacific as a substitute for the comparatively short cruising and the harbor work which the fleet has engaged in for the winter season of the last six or more years. Shortage of officers and men made it necessary some time ago to discontinue all training ship cruises so that recruits now pass to general service with only a few months' training, all given on shore. Although by this system the recruits may not so soon become familiar with their sea duties, their development will be sounder and better, their sea experience being acquired by long cruises in regular service, as in the coming voyage to the Pacific. Mobility and expert gunnery are the essential qualities of an efficient naval force. Neither can be dispensed with, nor can a deficiency in one be tolerated more than in the other; nor can one be developed at the expense of the other without impairing the efficiency of the whole. Of late devotion to gunnery has somewhat disturbed the balance, but the Pacific cruise will restore this, affording ample opportunity for training in naval seamanship, besides tactics, and experience for all concerned in the many features of the movement of a large naval force to a distance.

Among the more important recommendations is one that the grade of vice-admiral be revived. Mr. Metcalf pays a high tribute to the work of Assistant Secretary Newberry, the bureau chiefs and the general board, over which Admiral Dewey presides.

INSURANCE COMPANIES DISAGREE.

Three to Continue Business in Wisconsin, But Two Others Will Stop.

[By Telegraph to The Tribune.]

Milwaukee, Dec. 1.—Officers of three life insurance companies have announced that if nothing further developed in the way of hostile legislation their companies would continue to operate in Wisconsin. These companies are the National Life of the United States of America, the Pacific Mutual Life of Los Angeles, Cal., and the Metropolitan Life Insurance Company of New York.

F. J. White, local manager of the Massachusetts Mutual Life, said that according to a letter received by him his company would retire. The Michigan Mutual definitely announced its withdrawal.

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FLEET'S VANGUARD OFF

Continued from first page.

Harold Jones, Assistant Naval Constructor E. C. Hamner, jr.

The Stewart—Lieutenant J. F. Hellweg, commanding; Ensign W. T. Lightle, Midshipman R. S. Edwards, Midshipman L. T. Gonzales.

The following will be the itinerary of the destroyers:

Arrive San Juan December 7, depart December 12; arrive Trinidad December 15, depart December 21; arrive Para December 26, depart December 31; arrive Pernambuco January 5, depart January 10; arrive Rio de Janeiro January 15, depart January 20; arrive Montevideo January 25, depart February 1; arrive Punta Arenas February 8, depart February 12; arrive Talcahuana February 20, depart February 25; arrive Callao March 4, depart March 9; arrive Panama March 16, depart March 21; arrive Acapulco March 28, depart April 2; arrive Magdalena Bay April 6, depart April 25; arrive San Francisco May 2.

READY FOR LONG CRUISE.

Crowds Visit Navy Yard to Bid Farewell to Sailors.

Yesterday was the last Sunday for many long months that the five battleships in the Brooklyn navy yard will spend in this part of the country. The quintet of formidable vessels, as magnificent examples of naval architecture as the world's navies can boast, are the Connecticut, the Louisiana, the Ohio, the Alabama and the Rhode Island. Within a week the fighting monsters will be on their first leg of the voyage eighteen United States battleships are to make as a practise cruise to San Francisco.

The Louisiana will be the first to leave this port for Hampton Roads, where the fleet is to rendezvous, and whence they will sail on December 16 on what is to be in every sense of the word a pacific cruise. The Louisiana, with Captain Richard Wainwright commanding, will leave her sister ships early this morning and slowly make her stately way to Virginia waters. There will be few to witness her departure on her long voyage from this port, but judging from the number of persons who visited the battleship yesterday to say goodby to the nearly one thousand men aboard each of them will carry with him the well wishes of at least half a dozen friends or relatives.

Not in many months have there been so many visitors at the navy yard as filed in and out yesterday from early morning until shortly after eight bells in the afternoon. It would necessarily be a rough estimate to hazard [illegible], but all day there was a never ceasing li[illegible] day the little ferryboat running to and from the Cob Dock carried her capacity on [illegible]h trip, for the L[illegible]siana was tied up at the dock and she rec[illegible] the greatest attention. Even the Connecticut, [illegible] flagship of the fleet, lying diagonally opposite, was comparatively neglected. But then, it was not a crowd of curiosity seekers entirely that went aboard the Louisiana.

Of course, there was a large proportion of women—who doesn't know that favorite toast of the navy, "Sweethearts and Wives"? Both were there in legion. But also there were many mothers, and the farewell taking was not altogether a gay or frivolous affair. Not a man aboard, though, was neglected, for each had his visitor, either friend or relative. Even the smiling little Japanese wardroom boys, who remain in the American naval service notwithstanding the penny-terrible stories of the fleet's true mission, were not forgotten by their friends.

Another busy place yesterday was the naval branch of the Young Men's Christian Association, in Sands street. The tars went there in groups of five and ten, and most of them spent much of their time in the writing room.

The Louisiana was all ready yesterday for her start at daybreak—or soon after—this morning. Shore leave was suspended on Saturday, and the full complement was aboard; nothing remains to be done but to get her under way. The Louisiana will be followed by the Connecticut, Admiral Evans's flagship, on Wednesday. The Ohio, the Alabama and the Rhode Island will also sail in the course of the present week.

The activity of the last few weeks in the navy yard, getting the vessels ready for their ten thousand mile cruise, has ceased, and on Saturday seven hundred and fifty men were laid off. Great satisfaction was expressed, however, with the work of the extra mechanics, for it had been accomplished in record breaking time. It was done under the supervision of Naval Constructor William J. Baxter.

There was another cause for sadness among the men on the Louisiana yesterday, aside from their departure from New York. It was the order that Spuds, the mascot dog, was to get shore leave and would not make the cruise. There was a deep touch of pathos in the lamentations of the men over the parting, for Spuds was beloved by all, and, as one tar said, "He knows more than any marine." The Louisiana, however, will not be without a mascot, for the Angora goat Not Yet Butt Soon will go along, which mollified, in part at least, the sailors for the loss of Spuds.

HOPE TO BREAK COALING RECORD.

Newport, Dec. 1.—The battleship Vermont arrived here to-day from Boston and took on 190 naval apprentices, after which she proceeded up the bay to the Bradford coaling station. The ship will coal to-morrow, and an attempt will be made to break the coaling record of 253 tons an hour, made by the battleship Virginia, which holds the record for the navy. The Vermont will then proceed to Hampton Roads, where the Atlantic fleet will assemble for the trip around the Horn to San Francisco.

The naval collier Nero has been ordered to the coaling station at Bradford to take on 3,800 tons of coal.

THE NEW JERSEY LEAVES NAVY YARD.

Boston, Dec. 1.—The battleship New Jersey sailed from the Charlestown Navy Yard to-day for Newport, where she will take aboard men and coal preparatory to joining the battleship fleet off Hampton Roads. On account of the storm she put into Provincetown Harbor to-night. The battleships Illinois and Missouri will leave the navy yard on the high tide Tuesday morning, and the work which remains to be done on them is being rushed night and day.

WANT ACTION AGAINST THEATRES.

Several hundred persons gathered in Holy Trinity Church, at Clinton and Montague streets, Brooklyn, yesterday afternoon to join in a movement started nearly a year ago to compel the theatres of Manhattan and Brooklyn to discontinue Sunday shows. Bishop Burgess of Long Island presided.

The Rev. William Sheafe Chase reviewed the legal action already taken and urged that the subject be brought before Governor Hughes unless the city authorities act more speedily.

The Rev. Dr. Newell Dwight Hillis made an appeal for the protection of children's morals from the influence of the Sunday moving picture shows. At the close of the meeting resolutions were adopted authorizing Bishop Burgess to appoint a committee to call on the Mayor, and, in case of the Mayor's failure to act, to lay the question before the Governor.

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Lamps	13.00	to	375.00
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Children's Rockers	7.50	to	17.00

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EXHIBITION Monday and Tuesday, December 2d and 3d.
The Sale will be conducted by
Mr. C. H. LUENGENE,
Of The National Art Association, Manager.

EXPLORE BAFFIN LAND.

Scientist Plans to Spend Four Years with Heathen Esquimaus.

Dresden, Dec. 1.—The project of Bernhard Hantzsch, a Dresden school teacher, who from the beginning of 1909 until the end of 1912 intends to pass the time in the exploration of Baffin Land, living among the heathen Esquimaus without any European companion, is arousing interest in scientific circles.

Hantzsch during his voluntary exile will renounce utterly all the comforts and accessories of civilization, the only thing to remind him of this being a specially constructed boat which he will take with him for use around the southern coasts. This boat is now being built in Scotland. Hantzsch purposes on his arrival in Baffin Land to attach himself to a migratory tribe, learning the language and adopting the habits of the natives.

In the summer he will live under a skin tent and in the winter in a snow hut, and will wander with the tribesmen throughout the length and breadth of the land. In this way he will be enabled to acquire a thorough acquaintance with the customs of the Esquimaus, and at the same time he hopes to secure valuable data relating to the natural history of the country.

The explorer expects to be able to make his way along the western coast northward by 1912, and there hopes to fall in with a whaler on which he can return to Europe. The expenses of the expedition will be moderate, and part of these he himself will supply from his own resources, while the remainder will be provided by several Dresden scientific bodies.

Hantzsch has had some experience in the Arctic regions, having passed five months in Iceland in 1905, studying bird life. Again in 1906, with the financial assistance of the King of Saxony, he conducted an ornithological expedition into the interior of Labrador, obtaining extensive scientific collections and valuable information on Esquimau ethnography.

POSTAL DEFICIT, $6,692,031.

Revenue for 1907 $15,669,847 More Than Last Year, Lawshe Reports.

Washington, Dec. 1.—If the amount lost by fire, burglary, etc., is added to the ordinary excess of expenditures over receipts, including expenditures during the year on account of previous fiscal years, the gross deficit in the postal service during the year 1907 will aggregate $6,692,031.47. A. L. Lawshe, the Third Assistant Postmaster General, in his annual report, gives the foregoing figures and with it quotes the amount of the postal deficit in 1896, which was $10,516,995.94—just 36.73 per cent higher than the excess of expenditures over the receipts of the postal service for the current year. The outstanding liabilities at the close of the year, however, are not included in the statement. These will aggregate almost $800,000. The total postal revenue for 1907 shows an increase of $15,669,847.50 over the year 1906.

The Third Assistant Postmaster General goes at length into a discussion of the troubles which vex publishers and those who have to do with the second class postage rates. A ruling has been made in regard to the sample copies of newspapers and periodicals which will be put in force in a few days. It is that the publisher shall be allowed to mail sample copies at the pound rate to a limit of 10 per cent of his bona fide subscription list. There are also some rules imposed which relate to expired subscriptions and limit the time in which the department shall carry papers to these delinquents at the pound rate.

It is recommended that the money order system be extended to every postoffice in the United States. "All postoffices transact registry business," says Mr. Lawshe, "why not money order business?" The great usefulness of the money order system is shown in the statement that during the present year 62,069,783 money orders were issued. This is an increase of nearly four millions over the issue of 1905.

The passage of a bill providing for a form of postal note whereby sums of money less than $2.50 may be sent through the mail cheaply is recommended.

LETTER CARRIERS ELECT OFFICERS.

The New York Letter Carriers' Association, at its annual election at the Murray Hill Lyceum yesterday elected the regular ticket, headed by William V. McManus, of the General Postoffice. McManus received 750 votes to 530 for his opponent, A. W. McKee, of Station L. Two or three minor offices were not filled, three candidates being in the field, none of whom received enough votes to elect him.

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DISCUSSING SENATORIAL TIMBER.

[By Telegraph to The Tribune.]

Columbus, Ohio, Dec. 1.—Now that Senator Foraker has announced his candidacy for the Presidency, Ohio Republicans are actively discussing the subject of whom to select as his successor in the Senate. A dispute has arisen as to the time for electing this successor, and if the delay is sufficiently long Mr. Foraker, failing in his Presidential ambition, may obtain re-election.

The man most prominently mentioned as his successor is Warren G. Harding, former Lieutenant Governor and a stanch supporter of Mr. Foraker. Much talk has centred about Governor Harris, but he is certain of re-election as Governor, his friends say, and would not seek the Senate. One of his chief advisers, Harry Daugherty, is mentioned as a possibility in this connection. Both Congressman Theodore E. Burton and Ex-Governor Myron T. Herrick have been drawn into the discussion as candidates from the distinctly anti-Foraker wing of the Republican party. A. I. Vorys, insurance commissioner and head of the Taft movement in Ohio, also is a possible candidate.

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