

HOUSE OF REPRESENTATIVES.

SATURDAY, February 26, 1910.

The House met at 12 o'clock noon.

Prayer by the Chaplain, Rev. Henry N. Couden, D. D.

The Journal of yesterday's proceedings was read and approved.

DISPOSITION OF WORTHLESS PAPERS.

Mr. HUGHES of West Virginia. Mr. Speaker, I desire to offer a privileged report (No. 561) from the Committee on Accounts.

The Clerk read as follows:

House resolution 373.

Resolved, That the Doorkeeper of the House be, and is hereby, authorized to employ 10 laborers for a period of two months at a compensation at the rate of \$60 each per month, to be paid out of the contingent fund of the House, said laborers to be employed exclusively in the handling and disposition of worthless documents, in compliance with House resolution 220.

Mr. MANN. Mr. Speaker, may I ask the gentleman how long are these employees to be paid for?

Mr. BARTLETT of Georgia. Sixty days.

Mr. HUGHES of West Virginia. Sixty days, and no longer. The question was taken, and the resolution was agreed to.

TRANSFERRING DOCUMENTS TO HOUSE OFFICE BUILDING.

Mr. HUGHES of West Virginia. Mr. Speaker, I also present the following privileged report (No. 565) from the Committee on Accounts.

The Clerk read as follows:

House resolution 413.

Resolved, That there shall be paid out of the contingent fund of the House to J. M. McKee \$154, to P. L. Coultry \$118.80, to August Ruppel \$102.37, to S. L. Wilson \$76.68, and to John Morrissey \$76.68 for services rendered in transferring documents and other material from the annex folding room to the House Office Building, pursuant to the authority contained in the urgent deficiency act approved August 5, 1909.

Mr. MANN. Mr. Speaker, I think we ought to have some little explanation of that.

Mr. HUGHES of West Virginia. Mr. Speaker, I will ask that the report of the committee be read.

Mr. BARTLETT of Georgia. Will the gentleman yield to me for a moment before the report is read?

Mr. HUGHES of West Virginia. Yes, sir.

Mr. BARTLETT of Georgia. Mr. Speaker, as a member of that committee, after investigating this resolution very thoroughly, and having the matters before the committee which the report will disclose, these are the facts upon which the committee acted, upon which I acted, and upon which I apprehend the committee acted. These documents were stored in the annex folding room, which had to be surrendered on the 1st of September last, and transferred from that place over to the Office Building. Proposals were submitted to three companies that do that kind of business in this city to transfer them from that building over to the House Office Building. The hours of work of the transfer company were from 7 until 6. Under the law of the United States an employee of the United States does not work but eight hours. The hours of the office force here in the folding room were from 9 until 5. Now, when the bids were submitted, the disbursing clerk, Mr. Browning, informed these three bidders that the office would furnish these men to work overtime, in order that the work might be done; and with all of that information before them the lowest bid was a thousand and odd dollars lower than the next lowest bid. These gentlemen made a statement, which will be found in the report, which probably better be read after my statement. These gentlemen mentioned in the resolution worked overtime in the folding room in the arrangement of the books. Now, the employees of the transfer company—Messrs. Littlefield, Alvord & Co., who obtained the contract—are not skilled people, so far as handling this immense number of books is concerned. It required somebody familiar with their arrangement in order to have the books properly transferred and cared for from the office which is known as the "Southern Railroad Building" into the Office Building. These gentlemen frequently worked overtime up to 7 o'clock p. m. in the day in the removal of these books, and it is for the performance of this service that this claim is made, which will amount to a little over \$400.

Mr. MANN. Will the gentleman yield for a question?

Mr. BARTLETT of Georgia. Yes; of course.

Mr. MANN. Does the gentleman state that the employees of the House are covered by the eight-hour law?

Mr. BARTLETT of Georgia. That was the statement made to the committee.

Mr. MANN. Well, I think the gentleman on a moment's reflection will know that the eight-hour law is not applicable either to Members of Congress—

Mr. BARTLETT of Georgia. I know it is not as to Members of Congress.

Mr. MANN. Or to the employees of the House, whose duty it is to be here, many of them as long as the House is in session. Nor do I understand that the folding room closes at 4 o'clock. It ought not to at least.

Mr. BARTLETT of Georgia. It does generally in the summer time, when Congress is not in session.

Mr. MANN. It may in the summer time, and they are closed a good part of the time then.

Mr. CURRIER. I will state to the gentleman from Illinois that this caused these men to lose their vacation. They worked from 7 o'clock in the morning until 6 o'clock in the evening, sometimes the hours were longer than that; and their work expedited the business of removing the books so that it was not necessary to renew the lease for one extra quarter, otherwise the Government would have to pay \$1,250 for a renewal of the lease for a quarter.

Mr. MANN. I certainly would be the last man to make any reflection upon Captain McKee. He is in every respect a most efficient man in the business; and, of course, if the committee say that he ought to be paid extra, very well; but I do protest against paying an employee of the House extra money simply because at some one time he happens to work a full day's work, when at another time he does not perform a full day's work.

Mr. HUGHES of West Virginia. If the gentleman will allow me to make this explanation, I will say that the people who did this work are employed in the folding room. Their hours are from 9 o'clock until 4. There is no law, of course, to that effect, but that has long been the custom. In addition to that these employees work on piecework, and most of them, if they are energetic and active, get their work done in less time than that. Now, in order to save something over \$1,400, these people agreed to work these extra hours with this transfer company, and in other similar cases it has been the custom to pay the employees for the overtime they work.

Mr. BARTLETT of Georgia. When these books were moved up from some other place a resolution on the same basis was passed by the House.

Mr. HUGHES of West Virginia. Mr. Speaker, I will withdraw the demand for the reading of the report of the committee, because, in view of the explanation which has been made, I do not think it is necessary.

The question being taken, the resolution was agreed to.

HANNA CORBIN.

Mr. HUGHES of West Virginia. Mr. Speaker, I also present the following resolution (H. Res. 404) from the Committee on Accounts.

The SPEAKER. The gentleman from West Virginia [Mr. HUGHES] presents from the Committee on Accounts the following resolution, which will be reported by the Clerk. (Report No. 562.)

The Clerk read as follows:

House resolution 404.

Resolved, That there shall be paid out of the contingent fund of the House to Hanna Corbin, widow of Richard T. Corbin, late messenger janitor to the Committees on Reform in the Civil Service and Levees and Improvements of the Mississippi River, of the House of Representatives, an amount equal to six months of his salary, and an additional amount, not exceeding \$250, to defray the funeral expenses of said Richard T. Corbin.

The question being taken, the resolution was agreed to.

MESSAGE FROM THE SENATE.

A message from the Senate, by Mr. Crockett, one of its clerks, announced that the Senate had passed bills of the following titles, in which the concurrence of the House of Representatives was requested:

S. 3638. An act to provide for the payment of overtime claims of letter carriers excluded from judgment as barred by limitation;

S. 5752. An act to correct the military record of Charles J. Smith;

S. 4274. An act to provide for second homestead entries;

S. 3752. An act for the relief of the owners of lighter No. 128;

S. 5835. An act for the settlement of conflicting claims of the State of Wisconsin and its grantees, and the La Pointe and Lac du Flambeau bands of Chippewa Indians to certain school and swamp lands in the reservations of said Indians in Wisconsin;

S. 4473. An act for the relief of Rasmus K. Hafso;

S. 5905. An act to authorize the Lawton and Fort Sill Electric Railway Company to construct and operate a railway through the Fort Sill Military Reservation, and for other purposes;

S. 2419. An act for the relief of C. E. Moore;

S. 1866. An act providing that the State of Wyoming be permitted to relinquish to the United States certain lands heretofore selected and to select other lands from the public domain in lieu thereof;

S. 6496. An act to correct the military record of Sumeral Dennis; and

S. 1877. An act to grant certain lands to the town of Fruita, Colo.

The message also announced that the Senate had passed with amendments bills of the following titles, in which the concurrence of the House of Representatives was requested:

H. R. 19403. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and certain soldiers and sailors of wars other than the civil war, and to widows and dependent relatives of such soldiers and sailors;

H. R. 19278. An act granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors;

H. R. 18681. An act granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors; and

H. R. 16037. An act to amend section 810 of the Revised Statutes.

SENATE BILLS REFERRED.

Under clause 2 of Rule XXIV, Senate bills of the following titles were taken from the Speaker's table and referred to their appropriate committees, as indicated below:

S. 3638. A bill to provide for the payment of overtime claims of letter carriers excluded from judgment as barred by limitation—to the Committee on Claims.

S. 5752. A bill to correct the military record of Charles J. Smith—to the Committee on Military Affairs.

S. 4274. A bill to provide for second homestead entries—to the Committee on the Public Lands.

S. 3752. A bill for the relief of the owners of lighter No. 128—to the Committee on Claims.

S. 5835. A bill for the settlement of conflicting claims of the State of Wisconsin and its grantees, and the La Pointe and Lac du Flambeau bands of Chippewa Indians, to certain school and swamp lands in the reservations of said Indians in Wisconsin—to the Committee on Indian Affairs.

S. 4473. A bill for the relief of Rasmus K. Hafsos—to the Committee on Claims.

S. 1877. A bill to grant certain lands to the town of Fruita, Colo.—to the Committee on the Public Lands.

S. 6496. A bill to correct the military record of Sumeral Dennis—to the Committee on Military Affairs.

S. 1866. A bill providing that the State of Wyoming be permitted to relinquish to the United States certain lands heretofore selected and to select other lands from the public domain in lieu thereof—to the Committee on the Public Lands.

S. 5905. A bill to authorize the Lawton and Fort Sill Electric Railway Company to construct and operate a railway through the Fort Sill Military Reservation, and for other purposes—to the Committee on Military Affairs.

S. 2419. A bill for the relief of C. E. Moore—to the Committee on Claims.

ENROLLED BILLS SIGNED.

Mr. WILSON of Illinois, from the Committee on Enrolled Bills, reported that they had examined and found truly enrolled bills of the following titles, when the Speaker signed the same:

H. R. 970. An act for the relief of Edward C. Kittle;

H. R. 10106. An act authorizing the acceptance by the United States Government from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, of a proposed gift of land contiguous to the Andersonville National Cemetery, in the State of Georgia;

H. R. 17160. An act to authorize the Oregon Trunk Railway of the State of Washington to construct a bridge across the Columbia River and Celilo Canal;

H. R. 19967. An act to authorize Thomas J. Ewing, George B. Patton, Otto Burger, William Cecil, and Milton E. Foster to construct a bridge across the Tug Fork of the Big Sandy River; and

H. R. 16364. An act to amend in part section 658 of the Revised Statutes.

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES.

A message, in writing, from the President of the United States was communicated to the House of Representatives, by Mr. Latta, one of his secretaries, who also informed the House of

Representatives that the President had approved and signed bills and joint resolutions of the following titles:

On February 21, 1910:

H. R. 11989. An act to provide for the removal of present grade crossing and construction of a new grade crossing on the line of Q street NE., District of Columbia;

H. R. 16324. An act to authorize the extension of Park place NW.;

H. R. 16328. An act for the extension of Franklin street NE. from its present eastern terminus east of Twenty-fourth street to the Bladensburg road;

H. R. 16329. An act to provide for the extension of Newton place NW. from New Hampshire avenue to Georgia avenue, and to connect Newton place in Gass subdivision with Newton place in Whitney Close subdivision; and

H. R. 16336. An act authorizing certain changes in the plan for the permanent system of highways for that portion of the District of Columbia lying west of Rock Creek Park, north of Klinge road, east of Connecticut avenue, and south of Ellicott street NW.

On February 24, 1910:

H. J. Res. 111. Joint resolution to donate a brass cannon to the State of Georgia;

H. R. 2828. An act for the relief of William Martinson;

H. R. 17752. An act granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors;

H. R. 17755. An act granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors;

H. J. Res. 101. Joint resolution authorizing the extension of the tracks of the Atchison, Topeka and Santa Fe Railway on the military reservation at Fort Leavenworth, Kans.; and

H. R. 3037. An act to correct the lineal and relative rank of certain officers of the United States Army.

On February 25, 1910:

H. R. 18282. An act making appropriations to supply urgent deficiencies in appropriations for the fiscal year 1910, and for other purposes;

H. J. Res. 137. Joint resolution to continue in full force and effect an act entitled "An act to provide for the appropriate marking of the graves of the soldiers and sailors of the confederate army and navy who died in northern prisons and were buried near the prisons where they died, and for other purposes;" and

H. R. 18364. An act to amend section 8 of an act to provide for the thirteenth and subsequent decennial censuses, approved July 2, 1909.

JESSE G. PERRY.

Mr. BARTLETT of Georgia. Mr. Speaker, I present the following resolution (H. Res. 406) from the Committee on Accounts.

The SPEAKER. The gentleman from Georgia, from the Committee on Accounts, presents the following resolution, which the Clerk will report. (Report No. 563.)

The Clerk read as follows:

House resolution 406.

Resolved, That the Clerk of the House of Representatives is hereby authorized and directed to pay, out of the contingent fund of the House, to Jesse G. Perry, the sum of \$20.80, being the amount due him as clerk-hire allowance for services rendered the late Hon. James M. Griggs, a Representative from Georgia, from January 1 to January 5, 1910, inclusive.

The question being taken, the resolution was agreed to.

PRINTING AND BINDING FOR COMMITTEE ON ACCOUNTS.

Mr. HUGHES of West Virginia. Mr. Speaker, I ask unanimous consent for the present consideration of the following resolution (H. Res. 412).

The SPEAKER. The gentleman from West Virginia asks unanimous consent for the present consideration of the resolution, which the Clerk will report.

The Clerk read as follows:

House resolution 412.

Resolved, That the Committee on Accounts is hereby authorized to have such printing and binding done as may be required in the transaction of its business.

The resolution was agreed to.

ACCEPTANCE OF STATUE OF GEN. LEW WALLACE.

The SPEAKER. The Clerk will report the special order.

The Clerk read as follows:

On motion of Mr. CRUMPACKER, by unanimous consent, *Resolved*, That exercises appropriate to the acceptance from the State of Indiana of the statue of Gen. Lew Wallace, erected in Statuary Hall in the Capitol, be made the special order for Saturday, February 26, 1910, after the conclusion of the routine morning business.

The SPEAKER. Under the special order, the gentleman from Indiana [Mr. CRUMPACKER] will be recognized, and the gentleman from Indiana [Mr. BARNARD] will take the chair as Speaker pro tempore.

Mr. CRUMPACKER. Mr. Speaker, I send to the Clerk's desk a letter from the governor of the State of Indiana, which I ask to have read.

The SPEAKER pro tempore (Mr. BARNARD). The gentleman from Indiana sends to the Clerk's desk a letter, which will be read by the Clerk.

The Clerk read as follows:

EXECUTIVE DEPARTMENT, GOVERNOR'S ROOM,
Indianapolis, Ind., January 5, 1910.

To the Senate and House of Representatives
of the United States, Washington, D. C.

GENTLEMEN: I have the honor to inform you that the State of Indiana, having heretofore accepted an invitation contained in section 1814 of the Revised Statutes of the United States of America, and having placed in Statuary Hall in the Capitol at Washington, D. C., the statue of her illustrious war governor, Oliver P. Morton, the general assembly of said State, by chapter 102 of the acts of 1907, made an appropriation to procure a statue of Gen. Lewis Wallace to be placed in said hall. By virtue of said act of the general assembly of Indiana the governor of said State appointed John P. Megrew, William Allen Wood, and William H. Fox to constitute a commission to procure and have said statue erected. I am informed by the commissioners that the statue was made by Andrew O'Connor and that it has been duly placed in position and is now ready to be presented to you.

As governor of the State of Indiana it affords me pleasure to present to the Government of the United States the statue of Lewis Wallace, distinguished soldier, statesman, diplomat, and author. Permit me to subscribe myself,

Your obedient servant,

THOMAS R. MARSHALL,
Governor of Indiana.

Mr. CRUMPACKER. Mr. Speaker, I call up for consideration Senate concurrent resolution 19, and ask that it be reported by the Clerk.

The Clerk read as follows:

Senate concurrent resolution 19.

Resolved by the Senate (the House of Representatives concurring). That the thanks of Congress be presented to the State of Indiana for providing the statue of Gen. Lewis Wallace, a citizen of Indiana, distinguished as a soldier, diplomat, and author; and be it further

Resolved. That the statue be accepted and placed in the National Statuary Hall in the Capitol, and that a copy of these resolutions, duly authenticated, be transmitted to the governor of the State of Indiana.

The SPEAKER pro tempore. The Chair understands that this resolution was before the Committee on the Library, and without objection that committee will be discharged from the further consideration of it, and it will be considered by the House. Is there objection?

There was no objection.

Mr. CRUMPACKER. Mr. Speaker, the State of Indiana honors both herself and the Nation in selecting from among her distinguished dead Gen. Lew Wallace, whose pulseless counterpart has been placed in Statuary Hall—the Pantheon of the Republic—as a representative of that which is highest and noblest in American life. General Wallace was born in Brookville, in Franklin County, Ind., on the 10th day of April, 1827, and he died in Crawfordsville, in his native State, on the 15th day of February, 1905. Indiana was in the twelfth year of her statehood at the time of his birth, with a small and sparsely distributed population. He was the second son of David and Esther Test Wallace, who were pioneers in the young State and who contributed greatly toward the development of its rich resources. David Wallace was educated at the Military Academy at West Point through the favor of Gen. William Henry Harrison, and after completing the course in that institution he gave up arms and entered the profession of the law. He served in the Indiana state legislature three terms, was lieutenant-governor of the State two terms, and was Governor of the State one term. He was a member of this body for one term, and was defeated for reelection upon an issue that illustrates the incredulity of the public mind at that time respecting the practical value of electricity as a means of communicating intelligence. A measure was introduced providing for an appropriation of \$30,000 to aid Professor Morse in establishing a telegraph line from Washington to Baltimore with the view of testing the utility and practicability of the telegraph, and it was referred to a special committee of five, of which Governor Wallace was a member. The committee made a favorable report and Congress made the appropriation, and the line was constructed. Governor Wallace's opponent in his campaign for reelection made the Morse telegraph the paramount issue of the contest. The voters of the district were persuaded to believe that telegraphy was a contrivance of the "evil one," a species of witchcraft to be shunned and condemned by all God-fearing people, and Governor Wallace was defeated by an overwhelming majority.

Gen. Lew Wallace educated himself for the law, and was engaged in the practice at Indianapolis when the Mexican war

came upon the country. The quota of Indiana under the first call of President Polk for volunteers was three regiments, and the young lawyer at once closed his office and began campaigning for recruits. The three regiments were quickly organized and set off for the field of action, Wallace carrying a commission as second lieutenant in the First Regiment. That regiment was assigned to guard duty chiefly and took no part in any serious engagement. The Second and Third Indiana regiments participated in the desperate battle of Buena Vista, where the Mexicans under command of Santa Anna were defeated, although they outnumbered the Americans over 5 to 1.

The Second Indiana Regiment was assigned a position in defense of a battery which provoked a furious attack from the Mexicans, in overwhelming numbers, and while the regiment was gallantly maintaining its position under a galling fire, its colonel, in the belief that the battery had fallen back, when in fact it had advanced, ordered his regiment to "cease firing and retreat." The regiment retreated in disorder and did not further participate in the battle as an organization, but practically all of its survivors at once joined other regiments and bravely fought to the end of the bloody conflict. In his official report of the battle, Gen. Zachary Taylor, who was in command of the American forces, placed the stigma of cowardice upon the Second Indiana Regiment, and in the light of events that clearly showed its injustice, he stubbornly refused to remove it. That aspersion was keenly felt and righteously condemned by all Indiana soldiers as a cruel injustice. General Wallace made a careful investigation of the facts at the time, and they clearly showed that there was no braver organization on the field than the Second Indiana Regiment. It entered into the conflict with only 360 men in line, and its losses in killed and wounded were 107, about 30 per cent of its entire active force. There was only one other regiment in the engagement whose losses were as great.

General Wallace was intense in his nature and he had a passion for justice. He never forgave General Taylor for the flagrant wrong he did the Indiana soldiers at Buena Vista. His father belonged to the Whig party and General Wallace's inclinations were to that party, but when General Taylor was the Whig candidate for President in 1848, he not only refused to support him, but went into the campaign actively against his election, and while Taylor was elected, he felt much satisfaction in the fact that the electoral vote of Indiana was cast for Lewis Cass, General Taylor's Democratic opponent. General Wallace affiliated with the Democratic party from that time until the civil war. It would be unjust to his high character and patriotism to say that he became a Democrat through his dislike of General Taylor.

During the exciting political decade beginning with 1850, with its intense and acrimonious controversies in the federal legislative forum, General Wallace was associated with such conspicuous party leaders as Jesse D. Bright, Ashbel P. Willard, Thomas A. Hendricks, and Joseph E. McDonald. On the slavery question he was a constitutionalist and a supporter of Stephen A. Douglas's doctrine of "squatter sovereignty." He supported Douglas for the Presidency in 1860, but after the beginning of the civil war he became a Republican and acted with that party in the main until his death. In 1860 party politics became largely a matter of latitude, and it has remained so, more or less, ever since.

General Wallace was not a politician in the common understanding of that term, although he was more or less active in every political campaign. He regarded party organizations as mere agencies to promote the common good, and he never defended or apologized for wrong for party's sake. He was thoroughly democratic in spirit. His political creed was that the chief duty of government is to secure to every citizen, without regard to birth or color, rank or fortune, an equal opportunity with every other citizen in the exercise of those fundamental rights and privileges that are necessary to the highest and best use of the talents committed to his keeping, be they many or few. He was passionately devoted to the Government and the maintenance of law, and yet he believed that every individual was endowed with those inalienable rights that were necessary to the fulfillment of that destiny appointed to him by Almighty God, and that it was as great a wrong for the Government itself to invade those primary rights as it was for an individual or a combination of individuals to do so.

When fraternal ties were sundered with sectional discord and civil war burst upon this fair land with cataclysmal fury General Wallace was one of the first to offer his services in defense of the Union. He was engaged in the trial of a case in court at Frankfort, Ind., when he received a telegram from Governor Morton that Fort Sumter had been fired upon by foes of the Union, asking him to come to Indianapolis at once. He

arranged with his associate counsel to assume sole charge of the case, and he took the first train to the state capital and reported to the governor for duty. He was commissioned colonel of the Eleventh Indiana Infantry, organized under President Lincoln's first call for volunteers, and was assigned to service in Maryland and Virginia. His regiment rendered conspicuous service under its first enlistment, although it was only of three months' duration.

General Wallace had a natural aptitude for the field; he possessed all the qualities for successful military leadership. He was methodical, aggressive, courageous, and discreet. He appreciated the value of discipline and all things that made for the comfort and efficiency of his command. He possessed the rare quality of being able to attract and hold the confidence and affection of his army.

At the termination of its three months' enlistment the Eleventh Indiana Regiment reorganized and reentered the service for a period of three years, with Colonel Wallace at its head. It was assigned to duty in the Southwest, and was in the campaign to open communication on the Cumberland and Tennessee rivers and participated in the capture of Fort Donaldson. Colonel Wallace was commissioned a brigadier-general of United States Volunteers on the 3d of September, 1861, and in March, 1862, he received his commission as major-general of United States Volunteers. He was in command of a division in General Grant's army at the battle of Shiloh. He had been stationed at Crumps Landing, on the Tennessee River, about 6 miles north of Pittsburg Landing, for several weeks before the battle, expecting an order to move on the enemy at Corinth. The confederate forces, under command of Gen. Albert Sidney Johnston, moved from Corinth in the direction of Pittsburg Landing, where the bulk of the Union Army was in camp, and opened attack early on Sunday morning, April 6, 1862. General Wallace was apprised of the battle by the incessant firing of artillery and put his division in condition to move, and eagerly awaited orders from the commanding general. He waited impatiently until about 11.30 o'clock, and then decided to move on his own order. Between Crumps Landing and Pittsburg Landing ran Snake Creek, upon each side of which was a large expanse of low marsh or quagmire, exceedingly difficult to cross. There were only two accessible bridges across Snake Creek over which the army could march with its artillery, and General Wallace decided to take the west one, because of the condition of the road. His army was well under way, when he was overtaken by an aide from General Grant's staff, with an oral order to retrace and approach Pittsburg Landing via the east road. By the time the army could turn back and traverse the 6 miles of swamp and quagmire over the east road it was nightfall and hostilities were suspended. General Wallace's division had no participation in the battle on the first day, but on the second and decisive day of the contest his division was actively engaged and performed valiant service.

Much has been said and written in criticism of the Union forces on the first day of that battle, and attempts have been made to involve General Wallace in culpability for his failure to reach the scene of action in time to engage in the first day's conflict. There was much confusion and lack of systematic execution on the first day of the battle, but certain it is that General Wallace was absolutely without blame or responsibility for his failure to arrive earlier. His own disappointment, though entirely free from self-reproach, was deep and lasting.

He was afterwards put in charge of the defense of Cincinnati at a time when that city was without protection and was threatened by a large force of confederates. In that work his capacity for organizing and executing plans of defense on a large scale and upon short notice was amply demonstrated.

His most important command was of the Eighth Army Corps, with headquarters at Baltimore, which was given him March 12, 1864. In July, 1864, a large command of confederates, hearing that Washington was inadequately defended, contemplated an attack upon the city before provision could be made for its protection. General Wallace surmised the purpose of the enemy and confronted them with a small army made up largely of inexperienced men, at Monocacy Junction, where he made such a stubborn resistance as to delay the progress of the confederates until General Grant could send an adequate force to protect the capital. General Wallace's plan of action at Monocacy was admirably conceived and faultlessly executed.

He was a member of the military commission that tried and condemned David E. Herold, Mary E. Surratt, and others for conspiracy to assassinate President Lincoln, Vice-President Johnson, and certain Cabinet officers. He was president of the commission that tried and condemned Capt. Henry Wirz, of the confederate army, who was in charge of the military prison at Andersonville, for cruel and barbarous treatment of Union

soldiers who were prisoners in his charge. There are many now who feel that those convictions were the result of an abnormally excited condition of public feeling, as a sequel to the four tragic years of internecine conflict; but General Wallace, who brought to those investigations his training and experience as a lawyer, carried to the end of life an abiding belief that the judgments of the commissions were just and altogether righteous.

General Wallace resigned his commission in the army in September, 1865, and after spending some time in Mexico he returned to his home in Crawfordsville.

In 1878 he was appointed governor of the Territory of New Mexico, which position he occupied for about two years. In 1881 President Garfield appointed him minister to Turkey, and he remained at that post for four years. It is doubtful if any minister ever discharged the delicate duties of that position with greater ability than he did. Sultan Abdul Hamid at once became his warm personal friend, and the attachment continued during his entire service at that Moslem court. When General Wallace's service was terminated and he presented his letter of recall, the Sultan said:

It is my wish to have the letter unceremoniously, for you must understand I regard you as more than a minister. Since I have been on the throne no foreigner has come to me officially, or in private capacity, for whom I have had the friendship I have for you.

Notwithstanding the strong personal attachment between the Sultan and General Wallace, he gave scrupulous regard to the interests of the great Republic whose honor and welfare he was charged to uphold.

General Wallace was educated for the law and was in the practice for several years, yet he did not achieve high eminence in that profession because he thoroughly disliked it. To use his own words, he regarded it as a "detestable business." The bickerings of the forum disclosing, as a rule, the ugly, uncandid side of human nature were peculiarly distasteful to him. His aspiration was to live above those ill-tempered controversies so common in the courts, where he might be able to reach the highest and best in life and promote a closer fellowship among mankind. While he achieved great prominence as a soldier and a diplomat, his tastes and talents found more congenial employment in the domain of letters. From his early youth he evinced a marked preference for literature, sometimes, at the expense of other branches of learning. His first important literary production was "The fair God." He began the preparation of that great historical novel in 1849 and had it published in 1873. That book met with high favor in the literary world and became immensely popular with all English-speaking people. Among many voluntary tributes to the merit of the book, I quote a letter from Sir Charles W. Dilke to Lord Dufferin:

NOVEMBER 25, 1881.

MY DEAR LORD DUFFERIN: I was very sorry to miss Gen. Lew Wallace, and, not having his address in London, not to be able to write to him. His *The Fair God* is, in my humble estimation, the best historical novel that ever was written; better than *Romola*, better than *Rienzi*, better than *Old Mortality*.

Yours, ever sincerely,

CHARLES W. DILKE.

While governor of New Mexico he entered upon the preparation of that sacred novel that appealed so powerfully to the popular taste and challenged the admiration of the critics—*Ben Hur; A Tale of the Christ*. [Applause.] He wrote that marvelous book without having visited Palestine, but depended for its setting upon his knowledge of history, geography, and, most of all, his deep insight into the life of the Savior, gotten from a study of the four Gospels. It was at once the most sublime and the most happily executed literary creation of the century. It carried fiction into a field that had remained fallow for centuries on account of its sacredness. The rare discrimination and reverential delicacy with which the subject was treated brings no offense to the most refined spiritual nature nor the highest standard of literary taste. It is a masterpiece of composition and construction, judged purely from a literary standpoint. Its antitheses of spirituality and worldliness, its climaxes of beauty and eloquence, its purity and grace of diction delight the artistic taste. But its strength and charm are powerfully enhanced by the subtlety with which it weaves into a complete fabric the purest love and the highest hope of the human soul. Its appeal to all that is tender and sacred in the religious life is simply irresistible. It is a book of the man as well as the scholar. It has been translated into 11 languages, and its popularity is not confined to the Christian civilization. To have been the author of that great work is a crown of glory as enduring as human civilization. We may do homage to the life and character of General Wallace by our memorials and statues, but *Ben Hur* will live long after our granite and marble shall have crumbled into dust. [Applause.]

General Wallace had little respect for religious dogma, ceremony, or ritualism, but he was a Christian in the broad sense that he lived the great truths of the Christian faith and philosophy. He absorbed them into his being and translated them into acts and deeds of Christian love and fellowship. The poet says:

The evil men do lives after them, but the good is oft interred with their bones.

That line is half truth and half error. No man ever lived who did not leave behind him an influence, good or bad, that will abide to the end of time.

The moving finger writes, and, having writ,
Moves on; nor all their piety nor wit
Shall lure it back to cancel half a line,
Nor all their tears wash out a word of it.

The good men do never dies. The virtues of our time are the sum of the good impulses and noble deeds of the nameless millions that have gone before us. They are the soul of our civilization, and that soul will be perfected and glorified by the sum of the good impulses and noble deeds of the countless millions that are to come. General Wallace's spirit is immortal in a double sense. He contributed much toward making life better, richer, and happier. His great influence was and is and always will be on the side of the good and the true. His life was a benediction, his death was a triumph. He did much to hasten the realization of the angel song to the humble shepherds on the plains of Bethlehem:

Glory to God in the highest; on earth peace, good will toward men.

[Applause.]

Mr. BARNHART. Mr. Speaker, it is a glorious privilege and a distinguished honor to stand in this Capitol, a representative of the people of this great Nation, and assist in the formal acceptance by our country of the statue donated by my home State of Indiana to perpetuate the conspicuous individuality of one of her most illustrious sons in the world-renowned Hall of Fame.

To those of us, his neighbors, who knew Gen. Lew Wallace and who have watched with unspeakable pride the growth of his fame to world-wide grandeur this memorial in perishable marble seems commonplace, for we know that the name of this celebrated soldier, diplomat, and author is written on the hearts of his countrymen, never to be effaced. And while it is said of him that he was great in war and profound in statecraft, the world would have had but passive peans of praise for him except for the beacon light he gave to mankind in his story of the Christ.

Others may eulogize his achievements as warrior and political strategist, but I want to cite to you the glories of his home life and the triumphs of his scholastic genius. General Wallace was born under favorable circumstances, and casually embraced his opportunities for culture. The son of one of Indiana's early governors, he traces his ancestry through distinguished Anglo-Saxon blood. His grandfather was a close personal friend of Gen. William Henry Harrison and his grandmother was a niece of the great sea captain, John Paul Jones. His father was a West Point graduate, a professor of mathematics in that splendid institution, and later a leading factor in public affairs of Indiana, having been its lieutenant-governor twice and its governor once. He was also a man of enthusiastic literary inclinations, being richly talented in book lore and an eloquent orator.

Being a student and scholar himself, Governor Wallace was ambitious to have his son Lew equipped with a classical education; but in this he achieved only a modest degree of accomplishment. When his father became governor, Lew Wallace was a lad of only ten summers. At this age Gustavus Adolphus had reached the council chamber, Horace Greeley was a student of the Bible and had read every paragraph of it, and Edward Everett Hale was a marvel in his familiarity with books. But, according to approved biography, at this age Lew Wallace had won no distinction, shown no inclination to become anything beyond a careless, dashing youth, with no apparent conception of the larger meaning of life. He loved a gun and to hunt and fish; and to exploit the perilous seemed his major bent. Could such a boy be resigned to student life? Not of the formal, methodical kind. But he loved good books, and his absence from school was frequently attributable to his having stolen away to some secluded spot to delve in the enchanting pages of a classic volume. See that boy stretched in the shade of a forest tree, his eyes fastened on the pages of a book, his gun lying at his side, and you behold a prophetic vision of a soldier-author of the future.

Being compelled to make his own way at 16 years of age, because he would not take the educational course prescribed by an ambitious father, young Wallace suddenly realized the stern

necessities of life. He found employment as an office clerk and "made good." He increased his scope of knowledge by night study, and at the age of 19 he had read every book in his father's library—700 standard works. His school days had furnished him with but the rudiments of an education, and his clerical work taxed his energies, but his desire for knowledge was such that, to use his own words, "I persisted to such an extent that the dawn often stole through my window and found me over my books."

With this equipment of knowledge and inclination to participate in military offense and defense, Lew Wallace entered manhood's estate and gradually rose to general, lawyer, author, and diplomat. After heroic careers in the Mexican and civil wars, he resumed the practice of law at his home in Crawfordsville, Ind.; but his love of art and his literary propensity outstripped his professional zeal, and in 1873 he came into prominence as an author and sculptor, and his first book, *The Fair God*, was published. From this time on success favored this man of ultimate greatness, but it did not come without persevering exercise of rare will power. Speaking of his change from careless boyhood to a determination to make a success of life, General Wallace said to an admiring young friend who had called to learn of him:

I had to almost change my nature; all the loose habits had to be crushed out. A man can apply himself to anything if he has a certain fund of will. By a persevering effort he can discipline himself to a task which is in the beginning most laborious and disagreeable until it becomes a real pleasure. The secret of success is work! work! work!

It takes work—

He repeated, pointing to a manuscript which had just been completed—

For instance, here are nine closely written pages which I have finished rewriting for the seventh time.

In 1878 General Wallace was made territorial governor of New Mexico, and in 1880, Ben Hur; *A Tale of the Christ*, appeared. The scene was laid in the East and displayed such a knowledge of the manners and customs of that country and people that General Garfield—that year elected President—considered its author a fitting person for the Turkish ministry, and accordingly, in 1881, he was appointed to that position. It is said that when President Garfield gave General Wallace his appointment he wrote the words "Ben Hur" across the corner of the document, and as Wallace was coming away from his visit of acknowledgment at the White House the President put his arm over his friend's shoulder and said:

I expect another book out of you. Your duties will not be too onerous to allow you to write it. Locate the scene in Constantinople.

This suggestion was, no doubt, General Wallace's reason for writing *The Prince of India*, which was published in 1890.

However, of all his literary work, in Ben Hur he reached the zenith of his fame, the triumph of his genius. Upon the windows of a publishing house in one of our great American cities, the passer-by may read the words: "Books are the only things that live forever." That is a noble sentiment, though but a partial truth. Books do live forever—that is, some books. And so do folks—that is, some folks. There is an earthly immortality. George Eliot writes of—

The choir invisible

Of those immortal dead who live again
In minds made better by their presence,
In thoughts sublime that pierce the night like stars,
And with their mild persistence urge man's search
To vaster issues.

Thought is immortal. It can no more be buried than it can be burned or hanged. What better fame then, what more enduring monument can a man have than he has whose thoughts live after him, whose words are lifted up like banners to call humanity to worthier living? There is also a reflected immortality for the man who makes it his ministry on earth to search out the best thoughts of others and give them to the race.

And so Ben Hur reflects the aggressive concept, the dramatic splendor, and the sacred trend of Lew Wallace's life standard. In this, he gave color to his admiration for conquest in the "chariot race;" to his dramatic art in the thrilling triumph of the "galley slave;" and to his religious fervor in the "Prayer of the Wandering Jew," in which he graphically depicts the surrender of a soul in these words:

God of Israel—my God! These about me, my fellow-creatures, pray Thee in the hope of life. I pray Thee in the hope of death. I have come up from the sea, and the end was not there; now I will go into the desert in search of it. Or if I must live, Lord, give me the happiness there is in serving Thee.

Thou hast need of instruments of good; let me henceforth be one of them, that by working for Thy honor I may at last enjoy the peace of the blessed. Amen.

Perhaps no writer of modern times gained so wide a reputation on so few books or began his literary career so late in life as did the author of Ben Hur. Moreover, no other writer so

suddenly leaped into such fame as to at once class him among the literati of the world, with such masters of wholesome fiction as William Dean Howells, James Fenimore Cooper, Edward Eggleston, Nathaniel Hawthorne, and Edward Everett Hale, the typical novelists of America. He fixed his high rank in the galaxy of world-famed authors at a single show of talent, and his name is written there for all time.

So much for his wonderful accomplishments. But here, sirs, I ask you to turn with me to the supreme test of man's greatness—his home life. Some one has truly said that the place to take the true measure of a man is not the market place nor the amen corner, not the study nor the field, not the office nor the shop, but at his own fireside. [Applause.] There man lays aside his mask, and you may learn whether he is an imp or an angel, a king or a knave, a hero or a humbug. Care not what the world says of a man, whether it crown him with bays or pelt him with eggs; care never a copper what his reputation or religion may be; if his babes dread his home-coming and his wife swallows her heart every time she has to ask him for help, that man is a fraud, even though he prays night and morning until he is red in the face and shouts hallelujah until he shakes the eternal hills. [Applause.] But if children rush to open the front gate to meet him and love's own sunshine illumines the face of his wife when she hears his footsteps, he is true gold, for his home is a heaven, and the humbug never gets that near the great white throne.

General Wallace was not an amiable man in the popular conception of the term. His was a character of distinguished dignity in public, made so, no doubt, by his military training and his devotion to close friends and to books; and yet, to those who enjoyed the good fortune of intimate friendship with him, he was a most hospitable soul and interesting character. Not only did he read and write, but he was a musician and artist, and his collection of violins and his own paintings are among the most treasured legacies he left to his family.

And if you will indulge me a personal reference I will give you an insight into his gracious and generous heart, instances of his admiration of children and his concern for ambitious youth. Once when I called on him at his inviting home, where he spent most of his days either in the glow of his family fireside, in his quaint but imposing study, or 'neath the shade of the primeval beech trees of his six-odd acres of picturesque lawn, he left me to amuse myself while he entertained my two youthful descendants by spending so much time in showing them his collection of war and other curios, his books, his paintings, and so forth, that time of departure came and my share in the visit consisted only of a cordial greeting and a farewell salute.

Again, an ambitious Wabash College student of my intimate acquaintance, who had high ideals, sought out General Wallace at his home to learn of him in conjunction with his scholastic endeavor. He was not disappointed. The general at once welcomed him to use of his books, and spent hours with him in discussing the problems of the age and the philosophy of life. And by this mutual young friend I was given a word picture of General Wallace's home life that entitles him to greater honor than he ever achieved on field of battle or in the world of letters. It was a sketch of devotion and mutual inspiration of a loving and cultured wife and a great man. Mrs. Wallace was a woman of becoming dignity and rare intellectual gifts. Herself an author, it is known that she aided the general materially in his literary work. She was generous and kind, and directed many charities, quietly and unknown to the world, and gave much of her time and talent to glorifying the cause of her religion. He was constantly her companion and her comfort, and so the home life of these two was ideal. Alike in their tastes and with superior poise, their kindred souls became so much entwined that after the general's death his wife pined away in desolate loneliness for a few short months and then followed him joyously—beloved helpmeet in life, soul mate in death. [Applause.]

To the believer that environment shapes destiny the life of Wallace furnishes an impressive demonstration. Surrounded with classical books and official atmosphere in youth, blessed with the early and lasting companionship of a cultured and Christian wife, drilled in the school of military experience, favored with responsibility in the world court of diplomacy, and ever inspired by the wholesome habitation of a poetic home, Lew Wallace became great as a matter of course. His inviting fireside and his storehouse of knowledge furnished the sturdy foundation for culture, and the wide expanse of nature beauty and artistic handwork about him inspired dramatic finish. His mind developed by practical endeavor and philosophic research, his heart content with home, sweet home, and his artistic tastes enriched by environ of gigantic beech forest trees, with their sweeping branches "festooning earth and sky," and

his study touched with a quaint clear pool fed by a trout-stocked stream, what more could mortal need to lift him to loftiest realms of scholastic dreams? Did he tire of the study, he betook himself with tablet and pencil to an easy chair in the shade of a historic tree. Did he tire of writing, he stood on the balcony of his study with rod and reel and cast his baited hook to the shy trout or the game bass hiding in the moss-covered rocks below.

Such were the surroundings of the beautiful home life and the splendid career of him whom our country commemorates by this statue placed here among those of America's most illustrious sons. And yet it is said of him that, like all of us, he was not satisfied with his achievements. But such is life—yearning, yearning, yearning! Wealth does not satisfy, fame does not satisfy, literary attainment does not satisfy, travel does not satisfy, and home and family and friends do not satisfy. Nothing suffices for the heart's longing except the consolation furnished by the world's masterpiece of philosophy—the Book of Life, the inspiration of the ennobling narrative of Ben Hur; A Tale of the Christ.

May the memory of Lew Wallace, Indiana's illustrious author, outlive this durable cast as love survives mortality, and may the creative influence that gave the world such authorship and citizenship as his endure forever! [Applause.]

Mr. CLINE. Mr. Speaker, the historian will write in his book after a while that Lew Wallace is entitled to a place in history because he was a great author and a wise diplomat. He was a soldier, too, but his superiority as a military strategist was not so marked, because, possibly, he did not have the opportunity to show it.

Two elements enter prominently into every man's success—singleness of purpose and constancy of effort; a clear, rational, and intelligent selection of a purpose in life to be accomplished, one in harmony with your trend, one that appeals to your earnest efforts, and then that constant, unceasing, tireless task to realize your hopes and see the fruit of your ambition.

Every man, high or low, exalted or debased, living in the lap of luxury or in the poorest penury, has an ideal and seeks its inspiration. You like an ideal in every walk and profession of life, and you have always been touched with the fitful splendor of an ideal life, an ideal condition, and in proportion as your ideal is lofty and high so will you sacrifice largely to accomplish that ideal condition.

Carlyle said: "God makes a man and steps over centuries to make another." There is but one Homer, one Jesus Christ, one Shakespeare, one Washington, but he makes these evidences of His power to illustrate the possibilities of the race. [Applause.] In the knowledge of Homer, the absolutely perfect life of the Nazarene, in the marvelous conceptions of Shakespeare, in the statesmanship of Washington, the whole human race may find a high ideal. The whole trend of consciousness is toward that ideal condition. [Applause.]

Wallace was a threefold man—a diplomat, an author, and a soldier. So far as our diplomatic and consular service goes, we are in the infancy of what we may accomplish. The particular field of our diplomacy and consular service lies in establishing those friendly relations, socially and commercially, that the prominence of the United States as a world power commands.

For many years we penalized our foreign trade by vicious legislation. Our foreign commerce was a commercial piracy, snatching from the counters of the world's trade centers a little here and a little there and scurrying to cover under a high protective tariff law, and this continued to be so till that "Plumed Knight from Maine," than whom none greater ever rose in his party except the immortal Lincoln, learned the truth that Washington uttered in his farewell address, that our commerce could not grow except we were fair in our foreign relations. He declared that it was only through the doctrine of reciprocal trade relationship that we could permanently increase our foreign trade; that reciprocity would open to us the closed door for trade.

Wallace was sent to Turkey, a people whose name was a hissing word and whose inhuman history was despised by the civilized world. But the tact and genius of that man, with a knowledge of our superiority in the world's affairs and of what we are yet to be, established a bond of friendship and respect for us through his official relationship that can not be broken. Through the influence of Wallace, and directly attributable to his influence as an official of the Government, we have increased our trade with Turkey in the last four years more than 100 per cent. Turkey learned from Wallace that the United States was her friend and sought to help her and her people, but, like a parent with a child, we would not suffer her to slay the innocent or commit crimes repugnant to an enlightened people without our reproof. More than once she has heeded our admonition,

As an author, the production of Ben Hur places Wallace in the class with Milton and Victor Hugo. The profundity of feeling, the sweep of his imagination, the comprehensive mental grasp exhibited in the story of the Christ gives it an ever-rising tide of moral worth. The influence of the age in which the story is laid, the environment, the stupendous event of the whole history of man unfolded, lent to him forces which only a Wallace could mold to his account in that marvelous production. What man may not be crowned as a successful man whose thoughts permeate the manners, customs, and lives of the under races of the world and shape them for the better, not for a day, but for ages to come. Into his diplomacy and the story of the Christ Wallace flung his whole life till they were finished. It is said of him that every waking hour was given to Ben Hur, so enraptured was he himself with his own story.

I turn to this splendid life of Wallace, to its inspiration, to its accomplishment of his purpose, to the brightness of his genius, to his strength and power, and behind all and above all is a force no human thought can know. It is only the exhibition of the life force we see, and not the life itself. Herbert Spencer sought to encompass the entire field of knowledge with the theory of evolution of forces, but after his failure he said:

Life itself proves to be utterly inconceivable; there is probably an inconceivable element in its ultimate working. We do not see the power, only the manifestation of the power; the power itself is inconceivable.

The trend of consciousness is toward a perfect condition—toward a more complete life for every individual. In the whole economy of the universe this all-embracing purpose is manifest. Our desire to perpetuate the memory of Wallace is the desire of the whole human race. We receive his marble statue in this Hall of Fame to attest our admiration of him and to project his character and work into the future. The millions that shall tread to and fro and look upon Lew Wallace will find in him the representation of the man who wrought one of the masterpieces of English literature. [Applause.]

A curious fact in this nature of ours: We admire the genius of Wallace, his deep feeling, his pathos and rise with him to the sublime heights that he rose, but he can not give to us for our keeping and enjoyment those generous powers he possessed. We, each for ourselves, if we desire to, must feel the thoughts he felt, be moved by the same impulses he was moved by, by our own individual effort.

In this closing hour of tribute there comes to us, as it always comes, unbidden, the most stupendous of all problems, that problem that makes the blood run slower in your veins and turns the soul back upon itself: Is there a Lew Wallace in all this vast universe to-day? And faith, not the child of despair, nor the heredity of ecclesiasticism, but an elementary constituent principle of our moral natures, turns to the everlasting eternal power for answer. Beyond the distant centuries it was written, "What is man that thou art mindful of him, or the son of man that thou visitest him?" And since that inquiry man himself has responded that in all the vast creative genius of the Almighty he is the only creature that by his own power builds upon his own accomplishments higher and higher, till he reaches the very bosom of God himself. [Applause.] Assume that death is all! Let the stars go back into the black vault from which they came, if in their greeting there is no token of the breaking of an eternal morning; let the bursting rose of spring wither to ashes in the hand if in it there is no gospel of eternity; and let hope, the richest, dearest possession, die among the broken crags of a lifeless world!

It must be so. Plato thou reasonest well:
Else whence this pleasing hope, this fond desire,
This longing after immortality?
Or whence this secret dread and inward horror
Of falling into naught? Why shrinks the soul
Back upon herself and startles at destruction?
'Tis the divinity that stirs within us;
'Tis heaven itself that points out an hereafter,
And intimates eternity to man.

[Applause.]

Mr. ADAIR. Mr. Speaker, it was in 1864 Congress invited each State of the Union to erect statues of two of its most eminent citizens in the Old Hall of the House of Representatives. In pursuance of this invitation many of the States have accepted the privilege, Indiana being among the number. As you pass from one end of the Capitol to the other, you must, of necessity, go through Statuary Hall, and in passing through it you never fail to observe the large number of visitors charmed by the scene. Not only the statues, that attract, charm, and win the admiration of all who pause and think, but the memories that cluster around every object and bring fresh to the mind the memorable scenes in the history of that hall, all unite to constrain you to feel that you are in the presence of objects rendered sacred by their history.

Mr. Speaker, in selecting from among the illustrious dead of the State of Indiana the two most worthy to be represented in the Hall of Fame, it seemed to the general assembly of our beloved State appropriate, first of all, to choose the war governor, Oliver P. Morton, whose statue was presented to the Nation nine years ago; and, second, the scholar, patriot, lawyer, soldier, and author, Gen. Lew Wallace, whose statue now stands beside that of Morton.

It is both fitting and fortunate that these two statues should stand together. During the dark days of the sixties, when the black clouds of war hung heavy and thick over our Nation's capital, these two men were united in their effort to preserve the Union. Morton, as governor of Indiana, made a wise selection when he appointed Wallace adjutant-general; but Wallace was not contented in sending other men to the front, but asked to be relieved from the duties of adjutant-general, that he might go in the active service and fight for liberty, justice, and the preservation of the Union. And it was by reason of the service of such men as Wallace that the current of American patriotism was widened and deepened and the country saved from the peril that threatened her existence almost fifty years ago. Such patriotism infused a spirit into American citizenship that will guide and protect the American Union for centuries to come.

Gen. Lew Wallace was born at Brookville, Ind., April 10, 1827. He was, in every sense, a self-made man. He knew what it was to labor, and in this he was not different from his neighbors and associates, who, like himself, found the healthy and vigorous training by labor in early life the best preparation for the mental, as well as physical, tasks of after life. In his early life he never lost an opportunity to learn, as well as to labor, and although in those days the road to knowledge was rough and difficult, yet he acquired a good education and a command of language that enabled him to write a single book that made his name a household word the world over. At the beginning of the Mexican war he entered the army as a first lieutenant, and after having been honorably discharged from that service in 1848 he began the practice of law in Covington, Ind., but later moved his office to Crawfordsville, where he continued his practice. He was subsequently elected to the state senate and served four years in that body, with credit to himself and with credit to the people he represented. As I have stated, at the beginning of the civil war he was made adjutant-general of Indiana, but soon thereafter became colonel of the Eleventh Indiana Volunteer Infantry, with which he served in West Virginia, taking part in the capture of Romney and the ejection of the opposition at Harpers Ferry. On September 3, 1861, he was appointed brigadier-general of volunteers, and led a division of the Union lines at the capture of Fort Donelson. In this contest Wallace displayed such remarkable ability that on March 21, 1862, he was commissioned as major-general of Volunteers. He took an active part in the battle of Shiloh, his division having been placed on the north side of Snake Creek, on a road leading to Savannah or Crumps Landing to Purdy. He was ordered by General Grant to cross the creek and come up to Gen. W. T. Sherman's right, which covered the bridge over that stream, Sherman depending upon him for support, but on account of the almost impassable condition of the road he did not arrive until night. He was in time, however, to render efficient service in the second day's fight, and the subsequent days' advance on Corinth. It is to his credit to note that in November, 1862, he was president of the court of inquiry on military conduct of Don Carlos Buell in the operations in Tennessee and Kentucky. It was Wallace who prepared the defenses of Cincinnati in 1863, which he saved from capture and was subsequently assigned to the command of the Middle Department and the Eighth Army Corps, with headquarters in Baltimore, Md. With 5,800 men he intercepted the march of General Early on Washington, D. C., and on July 9, 1864, fought the battle of Monocacy, and although he was defeated he gained sufficient time to enable General Grant to send reinforcements to the Capitol from City Point.

General Wallace was in no way responsible for his defeat, but General Halleck, not at the time fully understanding the situation, issued an order removing him from his command, and Wallace was superseded by General Orde; but when General Grant learned all the particulars of the action he immediately reinstated Wallace. It will also be remembered that General Wallace was honored by being made the second member of the court that tried the assassins of President Lincoln, and was also made president of the court which tried and convicted Capt. Henry Wirz, commandant of Andersonville prison. He was mustered out of volunteer service in 1865, having given four years of his life in the service of his country. After having been mustered out of the volunteer service he returned to

Crawfordsville, Ind., and again took up the practice of law. So far as I know, he won no particular distinction in the practice, but enjoyed and deserved the reputation of carefully and faithfully discharging every duty to his clients.

In 1878 he was made governor of New Mexico by President Hayes, and served in that capacity until 1881. It was during this service that he first conceived and wrote a part of *Ben Hur*, of which 300,000 copies have been printed and sold. It is no exaggeration to say that this was one of the most successful novels ever written, and has been read by millions of people the world over. It has been printed in many languages, and is without doubt the best story of Jesus ever written by mortal man. He also wrote the tale of *The Fair God*, being a story of the conquest of Mexico. This novel, however, was not so popular as *Ben Hur*, and the sale was somewhat limited. After his service as governor of New Mexico had ended, in 1881, he was appointed United States minister to Turkey by President Garfield and served in that capacity until 1885, when he returned to Crawfordsville and resumed the practice of law. General Wallace had been tendered other positions at foreign courts, but refused to accept them; but when offered the position as minister to Turkey he accepted and discharged the duties of that position in such manner as no other than a scholar, lawyer, soldier, and author could have done. With his rare ability, his courteous and graceful manner, he was splendidly equipped for the diplomatic service. In that position he won the admiration of the American people in his devotion to their interests and in the protection of their rights.

After his service had ended at a foreign court he returned to Crawfordsville and again resumed the practice of law. Lew Wallace was a man of such irreproachable integrity of character that all men who knew him were constrained to acknowledge his virtues. As a citizen he loved his country and her institutions and rejoiced in her progress and prosperity. As a soldier and author he ranked high, while as a debater and a lecturer he was exceptionally gifted. As a politician he never claimed to be a success, and as a legislator his experience was limited. While by voice and vote he contributed but little to the laws of our State, he always urged a strict observance of all the laws, both state and national. While he believed that bad laws, if any there were, should be repealed as speedily as possible, he also believed for the sake of example they should be sacredly observed while in force. He also believed, as did Lincoln, that every American, every lover of liberty, every well-wisher to his posterity should swear by the blood of the Revolution never to violate in the least particular the laws of the country and never to encourage their violation by others. As the patriots of '76 did to the support of the Declaration of Independence, so to the support of the Constitution and laws let every American pledge his life, his property, and his sacred honor—let every man remember that to violate the law is to trample on the blood of his fathers, and to tear the charter of his own and his children's liberty. Let reverence for the laws be breathed by every American mother to the lisping babe that prattles on her lap; let it be taught in the schools, in seminaries, and in colleges; let it be written in primers, spelling-books, and in almanacs; let it be preached from the pulpit, proclaimed in legislative halls, and enforced in courts of justice. And, in short, let it become the political religion of the Nation; and let the old and the young, the rich and the poor, the grave and the gay, of all sexes and tongues and colors and conditions sacrifice unceasingly upon its altar. While ever a state of feeling such as this shall universally or even very generally prevail throughout the nation, vain will be the effort and fruitless every attempt to subvert our national freedom. [Applause.]

While General Wallace earned and accumulated some wealth, he never allowed the almighty dollar to come between him and duty. It is unfortunate for the future welfare of our country that many of the American people place too high an estimate on riches. I have much admiration for the man who is industrious, economical, and provident, while I have no patience with the man who is reckless, indolent, and extravagant. We should remember the real purpose of earning money is to secure a happy and useful life, and not the sole end and aim of existence. The individual whose only purpose is to see how many dollars he can accumulate, how much of this world's goods he can gather together, is a detriment rather than a benefit to the Nation. Love, charity, and benevolence will be strangers to such an individual, and avarice, covetousness, and greed will be his companions. Unfortunately this mercenary spirit has grown in our country to such an extent that it is a reproach to our religion and a blot on our civilization. It is poisoning the life-blood of our Nation and marring the beauty of our free institutions with the ugly ulcers of official dishonesty. The effect

of this mercenary spirit is detrimental to the welfare of our people and deserves the censure and condemnation of every true, loyal-hearted, patriotic American citizen. It is the duty of each one of us to do what we can toward crushing out selfishness and greed and inculcating a spirit of toleration, liberality, and charity, to the end that the people may not live for self alone, but for the good and happiness of all mankind. I am certain, Mr. Speaker, if Lew Wallace were living to-day, he would use his powerful intellect and his mighty pen in striking down this grasping spirit which threatens the very foundation of our Government.

Mr. Speaker, the people of Indiana, among whom he was born, reared, and lived, and who are proud to mention his name, present to the Nation his image in enduring marble, and have placed it in "the sacred circle" among the immortal membership. We come now asking that it be accepted as the gift of Indiana, not claiming for him to have been the greatest of all, but only one of our citizens who was loved and trusted by our people, and who discharged his full duty as a citizen, as a soldier, as a patriot, and as a statesman. I ask that you accept our gift and express the hope for the prosperity, the happiness, and the continuance of the great American Union, "one and inseparable, now and forever." [Applause.]

Mr. DIXON of Indiana. Mr. Speaker, to-day this House turns from the routine order of business for a time to accept from the State of Indiana a statue of one of her most illustrious and distinguished sons, Lew Wallace.

This tribute she thus bestows upon her honored dead in recognition of his services to his State, his country, and to mankind as soldier, diplomat, and author. As a soldier he was faithful and brave, and his services honored his State; as a diplomat he gave character and standing abroad to his country, and as an author he brought the life of the Nazarene nearer to the hearts of all mankind. Indiana thus honors Wallace dead, for Wallace living added to the fame and glory of that State.

In 1864, after the completion of the present Hall of the House of Representatives, a law was enacted which provided in substance that each and all the States be invited to provide and furnish statues, not exceeding two in number, of deceased persons who had been citizens thereof and illustrious for their historic renown or for distinguished civic or military service, and when so furnished should be placed in the old Hall of the House of Representatives, which was set apart as a National Statuary Hall.

It was a beautiful conception of Senator Morrill, of Vermont, that led to the dedication of that Chamber as a Statuary Hall, wherein should be placed the marble and bronze figures of so many renowned and distinguished heroes. That old Hall was the scene of many contests, in which the Nation's greatest leaders had engaged. It had been hallowed by their presence, and fitting, indeed, that it should become the place where the country's history could be read in the silent figures gathered there. It typifies our loyalty to the past, strengthens us in our devotion to the country, and will be an inspiration to those yet unborn who will linger in that silent chamber of the dead.

Within that Hall are found eminent soldiers, citizens, and statesmen, whose names are not only familiar to all, but whose services have added luster and renown to our country. They represent the soldiers whose bravery and daring in the Revolutionary war gave us a free Government; those who carried our banners in triumph in the war with Mexico, and those who led our forces in the civil war and carried our banners, in defeat and victory, from Manassas to Appomattox, but always with bravery and devotion and to ultimate success; statesmen whose learning and wisdom builded the great fabric of our civil government, that has stood the assaults of more than a century and has become an inspiration and a hope for the struggling and oppressed of other lands; statesmen whose diplomacy has secured an extension of our territory from the 13 original States until it encompasses the land from the Atlantic to the Pacific—a territory of untold wealth; statesmen who followed the noble example of the magnanimous Grant at Appomattox, and cemented the union of States and of hearts which found its happiest realization in the Spanish war, where sons of grandfathers who had marched shoulder to shoulder in the Revolutionary war and had rejoiced together at the surrender of Burgoyne; sons of fathers who had met in the many battles of the civil war and had rendered famous the battlefields of Shiloh, Chickamauga, and Gettysburg; and in Cuba marched side by side up San Juan Hill and displayed the same courage that had made their fathers famous in the battlefields of the civil war and their forefathers illustrious by their victories in the war for independence.

The legislature of Indiana had a delicate task to perform in selecting the persons whom she would honor by presenting their statues to the Government. Indiana had a galaxy of distinguished, patriotic, and heroic sons from whom to choose. There slept within her beloved borders many men who had no peers as statesmen, no superiors as scholars and authors, and none who displayed greater courage or bravery on the battlefield, any one of whom Indiana would proudly honor. She has produced statesmen whose learning and patriotism have given strength and power to the Nation; scholars whose learning has called them to the highest educational institutions in the land; orators whose words have enraptured and thrilled the multitudes; poets whose sweet songs have enthralled the continent; authors whose writings have illuminated the literature of the world; and soldiers whose bravery and devotion on every battlefield have added grandeur and glory to our country. To-day she has a high and intellectual citizenship of noble and honest people, the highest type of civilization, the choicest and the brightest gem of all her possessions.

Indiana could have selected with pride Benjamin Harrison, a former President and a statesman in the highest and the broadest sense of the word; Thomas A. Hendricks, the gifted and patriotic governor, Senator, and Vice-President, who graced, dignified, and honored every official position he ever occupied [applause]; David Turpie, the intellectual giant and most scholarly gentleman who ever graced and adorned the Senate Chamber; Daniel W. Voorhees, the brilliant orator and friend of all mankind, whose warm heart beat in sympathy with the oppressed of every land [applause]; or Joseph E. McDonald, whose legal mind had no superior. These men would each be worthy associates of the immortals in this Pantheon of the Nation.

On April 14, 1900, this House accepted the first statue contributed by the State of Indiana, that of Oliver P. Morton. It was a fitting gift from the State he loved and served so faithfully and well. To-day, the second statue from our State—the first man whom Morton called for consultation and advice after Sumter had been fired on.

Low Wallace was born in Brookville, Franklin County, Ind., on April 10, 1827, and remained a citizen of Indiana until his death, February 15, 1905.

Low Wallace was not a student as a boy and gave no early premonitions of his future success. As a schoolboy of 6 he witnessed the departure of the volunteers for the Black Hawk war; plaudits of the crowd thrilled him with pleasure, the military display captivated his mind, and he imbibed a love for a soldier's life.

He attended college and later reported the proceedings of the legislature for one of the city papers. During this time he gave great attention to literary reading and conceived the idea of writing a book that ultimately developed into *The Fair God*. With such taste his failure to secure a license to practice law is not surprising. Blackstone, Chitty, and Kent were not especially interesting to him whose thoughts and ideas were on other things.

It was at this time that General Taylor had departed on an unknown mission to Mexico, and war with that country was regarded as a probability. Wallace was more interested in reading the account of threatened war than in reading law, and promptly at the beginning of that war he opened a recruiting station and raised a company of volunteers, was elected an officer thereof, and went to Mexico. A soldier for a year, he was never in a battle nor heard the roar of contending armies, but was ready at all times to respond to orders and perform a soldier's duty. His military life ended, he began the practice of law. He was elected prosecuting attorney for two terms, and in 1856 he became state senator. A few years before, he was reporting the speeches of others; he had now returned to become a participant himself. Wallace was a Democrat at that time, and every office he ever held by election was received from that party.

As a member of the Senate he introduced a resolution favoring the election of United States Senators by a direct vote of the people, in harmony with the sentiments then and now of that party. In the fierce political contests in the legislature, when the fight seemed to threaten the party, he never flinched, but obeyed the command of the caucus, though its decrees were not always in accordance with his judgment.

Morton and Wallace had been political friends and associates, both Democrats, and when Morton espoused the cause of the new Republican party they became estranged. When the signs pointed to war in 1861 Wallace called upon Morton, then governor, and tendered his services in case war became inevitable. The coldness between them melted away in the presence of threatened danger to the Nation, and they became united in purpose for the preservation of the Union. On April 13, 1861,

Wallace was addressing a jury when a telegram was placed in his hands; a message short, yet momentous in its results. It read, "Sumter has been fired on; come immediately," and was signed by Oliver P. Morton. The speech was left unfinished, and Wallace reported for duty.

Hardly had the electric wire flashed the message over the borders of Indiana than thousands of her sons shouted their willingness to uphold the flag. Wallace reported for duty Sunday night and was appointed to raise the troops in response to the President's call. Within five days 130 companies were in camp, more than double the number requested. Wallace was appointed colonel, and marched from Indiana with the Eleventh Regiment Indiana Volunteers. From that day to the end of the war he gave his thoughts, his services, and his heart to the Union cause. He won rank and distinction; entering the army as colonel, he left it as major-general. His services in the field were supplemented by his counsel at headquarters. A disciplinarian, yet always considerate of the private soldier. He knew that victories were won by private soldiers whose names were merged in the general result of battles and only the officers' names remembered. Hope of military renown and the voice of ambition were not in his thought; he responded to his country's call and faithfully performed a soldier's duty. On every battlefield where he was present he was in the foremost of the fight, and his presence both cheered and encouraged his brave troops. The Shiloh episode for a time dimmed the luster of his military fame; but "Truth crushed to earth will rise again," and those who were first to censure later were generous enough to confess their original error. The loyalty of his men gave added evidence of the injustice of the charge. This alleged misconduct dimmed for a period his military prestige and relieved him of active duty in the field. Later Wallace was placed in charge at Baltimore.

He saw the confederate forces under General Early massing for action and believed the objective point was Washington. With speed, energy, and tact he gathered his small forces in the path of the 30,000 marching on Washington. Victory was impossible, success inconceivable, but to delay the enemy's march a day meant Washington saved. With courage that was matchless, with heroism that was sublime, he blocked the progress of the confederate troops until Grant could reinforce Washington. General Grant gave Wallace alone the credit of saving Washington, and Wallace was recognized as the hero of Monocacy. In that great conflict Indiana did her full duty. One-half of her citizens eligible by age for military service went to the field. No State did more.

Wallace left the army at the close of the war and returned to the pursuits of peace. The war over, he taught the lessons of forgiveness and sought to bind up the wounds of the broken South. He believed a cessation of war should be followed by reunion and reconciliation, and that—

You can not chain the eagle,
You will not harm the dove,
And many a gate which hath bars to hate
Will open wide to love.

[Applause.]

In 1873 he published *The Fair God*, which established in the country his literary genius. Ben Hur, the crowning glory of his life, was given to the world in 1878.

The world has placed a high estimate upon the literary works of Wallace. Ben Hur has been dramatized, and this has added to the publicity and value of the work. It has been translated into French, Bohemian, Swedish, Turkish, Spanish, Portuguese, and Arabic, and printed in raised letters for the blind. Few books receive such prominence and few deserve the same. His stories are not only interesting and entertaining, but they are thrilling and instructive. His style is pleasing and inimitable; his word painting, beautiful and fascinating. The account of the chariot race is so natural that it is thrilling as well as vivid and realistic. The sea fight is intensely dramatic and wonderful, and the disinterment of Ben Hur's mother and sister and their midnight visit to their old home at Jerusalem holds one entranced.

The religious belief of Wallace has been a subject of discussion by those whose only knowledge of him was from his works. In his autobiography he says:

In the very beginning, before distractions overtake me, I wish to say that I believe absolutely in the Christian conception of God. As far as it goes this confession is broad and unqualified, and it ought and would be sufficient were it not that books of mine, Ben Hur and *The Prince of India*, have led many persons to speculate concerning my creed. I am not a member of any church or denomination, nor have I ever been. Not that churches are objectionable to me, but simply because my freedom is enjoyable, and I do not think myself good enough to be a communicant. None the less, I believe in the divinity of Jesus Christ, and that there may be no suspicion of haggling on the word "divinity" permission is besought to quote the preface of a little volume of mine, *The Boyhood of Christ*.

Should anyone ask of another or wonder in himself why I, who am neither minister of the gospel, theologian, nor churchman, have presumed to write this book, it pleases me to answer him, respectfully, I wrote it to fix an impression distinctly in my mind. Asks he for the impression thus sought to be fixed in my mind, then I would be twice happy did he content himself with this answer: The Jesus Christ, in whom I believe, was, in all the stages of His life, a human being. His divinity was the Spirit within Him, "And the Spirit was God."

General Wallace was governor of New Mexico and minister to Turkey. He believed that with a change in the political administration of the Government the President should be relieved of the services of those of opposite politics. Upon the day Cleveland was inaugurated he telegraphed his resignation as minister to Turkey. On the preceding day, in a letter to his wife, he said:

I have tried many things in the course of the drama, the law, soldiery, politics, authorship, and last, diplomacy; and if I pass judgment upon the success achieved in each, it seems now that when I sit down finally in the old man's gown and slippers, helping the cat to keep the fireplace warm, I shall look back upon Ben Hur as my best performance and this mission near the Sultan as my next best.

Wallace was a man of great ability and spotless character, and had a most memorable, most remarkable, and most successful career. Obedience to duty was the rule of his life; he obeyed his superior and expected obedience from his subordinates. Devoted to the soldiers of his division, they in turn were loyal in their devotion to him. He was happiest when adding to the pleasures of others, and believed a life of duty was the only pathway to the heights of true greatness.

In the life of Wallace can be seen the relative reward of politics and authorship. Political position may dazzle the mind for a time and becloud the judgment; its honors may appear alluring and priceless, but they are unstable, uncertain, and transitory. But authorship will survive the cataclysm of politics. Wallace's father was governor, but only the political student remembers that fact; the author of Ben Hur will be known in the centuries yet unborn.

Mr. Speaker, Indiana has no ordinary place in her relations to other States; with less than a hundred thousand when admitted into the Union, she now has nearly three million citizens. Her broad plains, her inexhaustible mines of hidden wealth, her fertile valleys and beautiful rivers, have made her an enviable name. Her institutions of learning dot her broad surface as the stars bedeck the illimitable blue, her houses of religious worship, lifting heavenward their countless spires, join in the enchanting chorus of her material prosperity, intellectual development, and moral elevation.

In engineering she gave to the world James Buchanan Eads; in painting, Steele, Stark, and Forsythe, whose works delight the eye and charm the beholder; in sculpture, Mahoney and Bernard, whose works adorn and beautify the parks and public buildings of the country; in diplomacy, Hay and Foster, Denby and Wallace, and each has graced the international politics of the world; in statesmanship, Hendricks and Morton, McDonald and Harrison, Kerr and Colfax, Lane and Julian, Thompson and Voorhees, Turpie and Gresham. "She has furnished illustrious names to other States, Harding to Utah, Blaisdell to Nevada, Lane to Oregon, Burnside to Rhode Island, Wright to Iowa, and Spooner to Wisconsin." In literature she has given to the world Edward Eggleston, Maurice Thompson, Meredith Nicholson, Booth Tarkington, Charles Major, George Ade, and James Whitcomb Riley. She has furnished a President, three Vice-Presidents, and three Speakers of the National House of Representatives, whose services are interwoven with the Nation's history.

In Indiana there lived for many years a youth who gained there his early education and whose character was molded by its environments, a youth who in later years became the idol of our Nation, the tenderest, most loving, and most loved of all our leaders—the martyred Lincoln. [Applause.]

Mr. Speaker, we as Indians are proud of our beloved State, proud of its history, proud of its people and its high standard of citizenship, proud of their devotion to the State and Nation, proud of the intellectual and social position of its inhabitants, proud of its physical character as one of her own gifted women has so truthfully said:

The winds of Heaven never fanned,
The circling sunlight never spanned,
A fairer or a better land
Than our own Indiana.

[Applause.]

Proud as we are of all this, we are prouder yet to be citizens of the mighty Republic in which are wrapped the hopes and aspirations of all mankind—a nation destined to be the controlling factor in the progress of the world.

Now Indiana places by the side of Morton the image of Wallace and salutes him as a soldier, diplomat, and author. [Applause.]

Mr. BARNARD. Mr. Speaker, it seems especially fitting that in these exercises I should express a tribute to the memory of the man whose statue we to-day accept and place in Memorial Hall, because I am an Indianian and share with my people a just pride in her great men, and for the further reason that Gen. Lew Wallace was born in the congressional district I have the honor to represent in this body.

The old town of Brookville, situated in one of the most picturesque and beautiful portions of the country and made historic by reason of having located in it the land office through which entry was made to the lands in the new country and by reason of furnishing to the country many men who distinguished themselves in the various walks of life, was his birthplace.

When less than 5 years old he removed with his family to Covington, Ind., on the banks of the Wabash, and before reaching the age when he was placed in school became the almost daily companion of the ferryman who plied his boat across the river at that point, sharing with him his noonday meal, and by this association no doubt learning lessons which were to be a strength to him in his life work.

In his school days he was a normal boy, for while attending a seminary he says of himself:

The river was a siren, with a song everlasting in my ears. I could hear it the day long. It seemed especially addressed to me, and was at no time so sweet and irresistible as when I was struggling with the multiplication table or some abstruse rule of grammar.

We get an insight into the character of mind it took to produce the books he wrote when we learn that he had no taste for mathematics and made up his mind when he first saw an arithmetic that the science of numbers and himself would never be friends, which he says proved to be true through all his life, and when we learn the further fact that geography appealed to him and strengthened his imagination. From its pages he learned that there were other rivers than the Wabash, and that beyond the great oceans there were countries peopled as was his own neighborhood.

If programmes made out for the youth by teachers had have been always strictly enforced, many of the world's greatest orations would have remained unspoken, and poetry and song that is worth while would not have been written.

He seemed from his youth to be destined for a soldier, for while in school he spent much time in the drawing of imaginary battlefields and placing contending armies thereon.

While yet a very young man he became a soldier for his country in the Mexican war, and his gallantry and zeal won for him the approval of his people and distinguished him as one possessed of military genius of a high order.

As adjutant-general of Indiana under the great war governor, Oliver P. Morton, he bore a conspicuous part in the work of raising and equipping Indiana's first soldiers in the war of the rebellion, and finally, at his earnest solicitation, the military spirit within him having taken complete possession, he was permitted by the governor to leave his post and go to the front, and during the years from 1861 to 1865 in that great conflict he bore such a part as to make for himself a name as a soldier that shall last so long as there is history.

The thing that brings him nearer to the hearts of the people of to-day than any of his achievements was the writing of Ben Hur, a book that has been translated into every modern tongue and read by more people than any book, save two, that has ever been penned by man.

Various reasons have been assigned by different persons, some of which have been claimed by the authors to have been obtained from him, for his writing this book, but I believe that what appealed to his soul and took possession of him and was the starting point from which the story was evolved was the following from Matthew's gospel:

Now, when Jesus was born in Bethlehem of Judea, in the days of Herod the king, behold, there came wise men from the east to Jerusalem saying, Where is He that is born King of the Jews, for we have seen His star in the east and have come to worship Him.

He saw and touched hands and lived with the characters of this great book as he himself expressed it. He rode with Balthasar on his great white camel to the place appointed for the meeting beyond Moab. He traveled with the mysterious three wise men on their several journeys to their place of meeting, and was present and listened to their introductions and explanations of how each was summoned by the spirit to come. He sat down and ate with them in the shade of their tent and journeyed with them to Jerusalem, guided by the star. He lay with the shepherds in their sheepfold on that first Christmas night. He saw the serene and beautiful face of Mary. He worked as a galley slave and drove the wonderful and beautiful horses in the chariot race.

When Dickens wrote Nicholas Nickleby he awakened the conscience of the English people and aroused them against the ex-

isting school system, and thus did more for the children of that country than could have been accomplished in a long time by the teaching of the philosophers, and through the pages of Ben Hur Wallace struck infidelity a harder blow than had been dealt it by the preaching of years.

He believed that a government such as ours would live and be perpetuated only through opposing political parties, and having this belief he was a loyal and ardent member of that political party he thought best able to administer the affairs of the people, but he was so mindful of the rights of those who differed from him as to their opinions that he carried his partisanship without giving offense.

He was a leader of men, who sought and procured a following by no other means than the force of his character and abilities as an orator and writer. A man of convictions and courage, who indulged them without bitterness or hate.

The speeches and writings of the statesmen whose statues grace this Hall may be read less and less as generations succeed each other, but as long as the story of the life and mission of Jesus is read and believed, so long will the story of Ben Hur be read and appeal to the hearts of the people, and in years to come more will look upon the statue of General Wallace and feel that they have an acquaintance with the character of the man whom it represents than almost any other placed about it. [Applause.]

He discharged the duties of every public trust honestly, faithfully, and with full measure.

We present this monument to the Nation as a tribute to him as soldier, diplomat, and author, and in the hearts of the people who knew him best he is enshrined as a gallant soldier, a matchless diplomat, a great author, and, above all, an ideal citizen. [Applause.]

Mr. CULLOP. Mr. Speaker, Gen. Lew Wallace was born at Brookville, Ind., in April, 1827, and died at Crawfordsville, in his native State, in February, 1905.

His life covered a span of seventy-eight years, considerably more than the allotted three score and ten. His birth occurred just eleven years after Indiana had been admitted into the Union as a State and when it contained a population of less than 150,000 people in all of its territory of more than 35,000 square miles. Its broad, unbroken prairies and giant forests, with but few exceptions, were as they had come from the hand of nature, and the painted and plumed barbarian still made his habitation within its boundaries; settlements were few and distances between them great.

There was not at that time a single mile of railroad, telegraph, or telephone in the entire State or a city with a population of as much as 10,000. Its great mines and quarries were undiscovered, and its vast reservoirs of gas and oil were unknown. Its great manufactories now operated were not even within the dream of the most optimistic.

How marvelous the progress which marked the period embraced in his lifetime! At the time of his death the State contained a population of nearly 3,000,000; its territory checked and interlaced with steam and electric roads, telegraph and telephone lines, dotted with splendid cities, and the whole territory in a high state of cultivation, yielding more of the cereals according to its size than any other State in the Union; with its inexhaustible mines and quarries producing enormous wealth and its mineral wells pouring out their great quantities of gas and oil, multiplying the wealth and supplying comfort and happiness for its people; its great manufactories scattered over every part of the State, employing thousands and producing almost every article of mechanics which the genius of man has been able to invent or devise.

The transition was most wonderful and is hard to realize, but it occurred under his observation as he worked out the problem of a noble life. It has been said that one of the greatest blessings than can fall to the lot of man is "to be born well, live well, and die well." It can be truthfully said that he enjoyed all these, and the legacy he left to his posterity embraces this noble distinction. His father was a public man of high renown, a Member of the Congress of the United States, and an honored governor of the State of Indiana, a man of ability, sterling character, and endowed with fine intellectual qualities. His mother was a woman of great culture, noble mind, and rare womanly graces. Reared amid such splendid environments and such good influences impressed upon his mind in youth and early manhood shaped and fashioned his character for the useful career and splendid life of his mature manhood and the great achievements carved out for him when life's battles had ended he had truly won great victories as a reward.

He lived not only in a period of great material and mental progress, but also in a period when surrounded in every depart-

ment of life with great and noted intellectual characters. He had for contemporaries in his own State men of great mental powers, with whom to earn distinction he must measure arms and do battle. Fearlessly he entered the arena and withstood the contest and carried off honors which gave him an enviable position among the illustrious men of the world.

Among his associates in Indiana were such distinguished men as Thomas A. Hendricks, Benjamin Harrison, Richard W. Thompson, Oliver P. Morton, Daniel W. Voorhees, Joseph E. McDonald, and David Turpie, each of whom arose to high positions in the eyes of their countrymen and left undying fame as a legacy for their great State. These men and others were rivals with him before the public for favors and preferment at the same time, and all of them earned a reward worthy of a place in the great "Hall of Fame" as a distinction for work well done and conspicuous public service.

Their great services and wonderful achievements in statesmanship successfully challenge the history of any other State in the American Union to produce such a galaxy of names living at the same period of time. As a statesman, President, and constitutional lawyer, Benjamin Harrison is without a peer; Thomas A. Hendricks as a Vice-President, governor, Senator, and statesman has no superior; Oliver P. Morton as governor and Senator was celebrated for his executive ability and great leadership; Daniel W. Voorhees was the greatest orator of his day, either at the bar or on the hustings; Joseph E. McDonald was a great lawyer, organizer, and a fearless leader; Richard W. Thompson as a Cabinet officer was a diplomat of great distinction; David Turpie was a man celebrated for his rare scholarly attainments. With such renowned men as these Lew Wallace had to compete and won his way to fame.

He selected the law as a vocation in life, and made reasonable progress fighting his way among such distinguished and powerful associates. When the civil war broke out he was in the prime of manhood and earning in his chosen profession a splendid reputation, commanding the confidence of bench and bar by his sterling qualities of head and heart and manly conduct.

In the spring of 1861, while trying a lawsuit at Frankfort, Ind., during the course of his argument to the jury, he was interrupted and handed a telegram from Governor Morton, requesting his immediate presence at Indianapolis for a conference and advising him that the flag had been fired on at Fort Sumter. He turned from the jury and handed the message to the judge on the bench, and at once, without concluding his argument, left the court room, mounted a horse, rode miles to the nearest railroad station, and took the first train for Indianapolis. Arriving there, he immediately sought the governor, learned of the national situation, the impending danger, and then and there tendered his services to his country, which were accepted, and he at once raised a regiment and marched to the front in defense of his country.

As the colonel of his regiment when mustered in, he required each man on bended knees and with uplifted hand to pledge his honor as a sacrifice to unflinching bravery, either in or out of battle, as long as he remained in the service. At this time excitement ran high and public sentiment was at fever heat. The State was stirred to patriotic duty from the Ohio state line on the east to the Wabash River on the west and from the Ohio River on the south to Lake Michigan on the north.

Indiana at that time had a population of about 800,000, and yet it furnished for the federal army 250,000 soldiers, a record of which few States can boast, a record that made it famous throughout the Union.

Lew Wallace, on account of bravery and military skill, was promoted to a generalship, and as a skillful commander was often commended, as a reward of high merit. When the war closed and peace was declared he returned to the civic walks of life and took up his chosen profession, and aided in binding up the wounds of the Nation, healing its sores, and reestablishing the marvelous prosperity which has marked its onward march since the sisterhood of States was restored. But he had become conspicuous in the public eye, and he was soon afterwards called to be a territorial governor and a foreign diplomat as the reward of his well-trained mind and splendid conception of public duty.

In every public position he elevated the public service by his faithful and able discharge of its duties, so that whether in civil or military office he left an impression for good accomplished in the work performed. He made a commendable record, he elevated the public office to a position of public trust, and established higher standards as precepts for others to follow and imitate. But it was not in military or official life where he won greatest honors. If rested on these alone, his fame would be secure and legacy rich. But his greatest triumphs were in

the literary fields, where he earned honor greater than all else, and which has made his name a household word throughout the literary world, and where it will remain as long as the Anglo-Saxon civilization exists.

Fair God, Ben Hur, and The Prince of India are the products of his brain, displaying his rare genius and power, the great resources of his well-trained intellect. These contributions to the literature of the world are worthy of the pen of the writers of any age and have heralded the fame of their author to the limits of civilization and will continue to do so for ages, and will instruct, amuse, and entertain generations yet unborn. [Applause.]

In the evolution of time, with its unfolding mysteries, these works, the products of his pen, will hold a place secure in the public affection as works worthy of the libraries of the most fastidious, as companions for the student and delight for the public. In them is displayed the real genius of the man, the magnitude of his ability, and the high order of his well-trained mind. The moral each unfolds and impresses as the lesson taught elevates the thought and inspires higher and better ideals in all who read and study these great productions.

In these are revealed the real character of the man and the noble purposes to which he dedicated his life work—that from his soul he loved the good above all else as the highest and best purpose to which his powers could be devoted in pointing out the object of man's creation. He left by this employment of his great genius a heritage to posterity which will bear lasting fruits in the betterment of his race and the elevation of conditions throughout the world, contributing to the supremacy of mental power over physical force and the triumph of reason in the struggle which ensues among the millions of humanity for power and domination in the tempestuous course of life.

As days crowd days into weeks, weeks into months, and months into years, the value of his well-spent life and devoted efforts will increase in public appreciation, and his services will yield greater influence in the measure of human greatness. Around his memory will be woven garlands of great richness as evidence of the growing esteem the world has for the memory of one who carved on the temple of undying fame the work of a great and useful life, devoted to the elevation of his race and to the inspiration of life eternal. It is fitting that the State of his birth, the scene of his entire life, the theater of his action, should place a statue in the great Hall of Fame as a mark of distinction, as an evidence of recognition of the great services he rendered, and as an approval by his State for the honor and glory he left it as an enduring heritage, crowned by his countrymen with laurels, lauded and envied by his rivals in the struggling march of humanity throughout the countless ages as measured on the calendar of time, he will sleep in the soil of his native State waiting the verdict of eternity oblivious to what we say or do here.

As future generations will march through the Hall of Fame in this the Capitol of the greatest Nation in the world, they will pause and look upon the marble figure representing Gen. Lew Wallace, soldier, diplomat, and author, an honored son of the great Republic, it will inspire them to higher purposes, greater zeal, and loftier ideals in life's work, and it will increase their devotion to the institutions of their country and impress upon them the reward the fulfillment of good citizenship will receive, and that a human life well spent for the uplift of humanity has its lasting compensation which a generous public will bestow in commemoration as a reward. [Applause.]

Mr. RAUCH. Mr. Speaker, as a Member of Congress and a citizen of the State that gave to our country Lew Wallace, it is my pleasure, and I deem it my duty, to say something on this occasion in commemoration of that great man and to call attention to what I regard as being the most important feature of his work.

In the work of most men some particular part stands out pre-eminent. This is true of Wallace. Ben Hur is the crowning glory of his accomplishments. As a boy, the work made a profound impression on me; with advancing years, it has become one of my treasures. Its great strength lies not in its pure diction, wonderful style, or tender pathos, but in its purpose. Before writing this book Wallace was a man indifferent in feeling respecting the "to-morrow of death" of the "succession of life." No doubt this was an unsatisfactory state of mind. Without any formulated ideas as to his conclusion, he took for a key to the subject of his tale the quotation from St. Matthew:

Now, when Jesus was born in Bethlehem of Judea, in the days of Herod the king, behold there came wise men from the east to Jerusalem, saying: Where is He that is born King of the Jews? For we have seen His star in the east and are come to worship Him.

In speaking of his work, after commenting on his lack of convictions about God or Christ, Wallace says: "Long before I

was through with my book I became a believer in God and Christ." As the Egyptian, the Hindoo, and the Greek are irresistibly drawn to their meeting place in the desert, so is the author drawn to his conclusions. The purpose is thus clearly disclosed. And therein lies the secret of the great success of the work. As the character of Hur grows in the book the conviction has grown in the author. So far as the belief of Ben Hur went, it was very much like that of Wallace. He wrote reverentially and sometimes with awe.

The only time that Jesus Christ is present as an actor in a scene created by Wallace is when He gives the cup of water to Ben Hur at the well near Nazareth. Afterwards, when Ben Hur listened to the preaching of the Nazarene, gazing upon his wonderful countenance, he remembers having seen the man.

The look so calm, so pitiful, so loving, had somewhere in the past beamed upon him as that moment it was beaming on Balthazar became an assurance. Faintly at first, at last a clear light, a burst of sunshine, the scene by the well at Nazareth what time the Roman guard was dragging him to the galleys returned, and all his being thrilled.

The wise men saw by the light of inspiration and believed. Ben Hur did not. In undertaking to convince Ben Hur the author convinces himself. That same conviction gradually steals over the reader. The work of Wallace as a soldier and a diplomat made him one of the benefactors of his country; Ben Hur one of the benefactors of the Christian world.

The American who in the future visits the Capitol of our country and stands in the presence of the figures which adorn Statuary Hall will think of Wallace as the author of Ben Hur. They will feel again the thrill of the chariot race. Their pity will again be excited by the misfortunes of the family of Hur, their indignation aroused by the cruelty of the Romans, and they will again be moved to religious emotion and persuaded to religious belief by his portrayal of the life and death of the lowly Nazarene. [Applause.]

Mr. MORRISON. Mr. Speaker, during the ceremonies at the unveiling of his statue in Statuary Hall, and during the proceedings had in the United States Senate and thus far in the House by way of formal acceptance thereof by the Congress, high tribute has been paid to Gen. Lew Wallace as scholar, soldier, diplomat, author, and citizen.

No word of mine can add in the slightest degree to the just, but appreciative and affectionate, characterization of this great man, as the same has already been set forth in poetry and prose by men who were intimately acquainted with his life and labors.

General Wallace was a true soldier. He was skilled and efficient in military organization. He was a wise and valiant commander of his men. One who served under him and learned on the field of battle to obey, admire, and love General Wallace has borne cheerful testimony to these elements of his many-sided character. The fittest tribute to our soldier dead falls naturally from the lips of a living soldier, his comrade in arms, his faithful officer of inferior rank.

The best loved of living American poets has cast the deathless character of General Wallace into the changeless form of classic verse. The chief executive of the State he loved and its representatives in the Senate of the United States have given to the world, and left upon the records of the Congress, full and fair estimates of General Wallace as scholar, soldier, diplomat, author, and as an ideal citizen of Indiana and of the Republic. To these the Members of this House have craved permission to add such words as shall in some fair measure give expression to the deep and deathless admiration and gratitude of the men and women whom they represent.

We, who were his neighbors, are permitted to pass and re-pass the almost enchanted spot where he wrote his immortal Ben Hur, a spot that grows dearer and more attractive with the passing years. To us, as to all the world, General Wallace is, and shall ever be, a scholar, soldier, and statesman. But I fancy that by us he shall, in an ever-increasing measure, be remembered as the ideal citizen of Crawfordsville and the author of Ben Hur.

Men give character to the communities in which they live. Communities give character to men. Men and communities mutually mold, fashion, beautify, and adorn each other. It was a fact of no small import that the life of this splendid man was lived in the "Athens of the West." Learning and high character had given to his city a distinctive name known of all men throughout the Republic. He dwelt amidst its classic influences and was part of its refinement and culture. His character and works were, in part, inspired and ennobled by the community in which he lived. Upon the city of Crawfordsville and far beyond its confines the influence and memory of his personality and daily life shall long rest as an abiding benediction, pleading "like angels, trumpet-tongued," against all that is little and mean and selfish in men's lives.

He has taken his place among the immortals. He has realized the highest of all the hopes of men. I know of no hope that is sweeter to the human heart than the hope of immortality. I know of no assurance more blessed to one, in sickness or in health, than the assurance that, when one is called out of the activities of this life, he shall yet live. So, indeed, the true man shall. He shall live in his own good works. He shall live in the memory of his friends and in the hearts of those whom he loved and by whom he was loved. He shall live in the Father's house, in the City Beautiful beyond the stars. This is immortality, indeed, a triple immortality, the rich reward and fruitage of a good man's life.

His earthly immortality is of no common type. The greatest of the products of his brain and heart takes deeper hold upon the hearts and minds of men year after year and shall generation after generation. The translator has added his contribution to the work of the author. In every civilized nation on the globe men are reading the thoughts of Lew Wallace in their own mother tongue. The prophecy of Pentecost is finding a partial fulfillment in the ever deepening and widening influence of our hero's masterpiece.

For the sake of the fair renown of our beloved dead, for the spread of the kingdom of our common Master, and for the highest good of human kind, let it be our fond hope and fervent prayer that in every age, in every land, and in every tongue men shall read more and more the inimitable and imperishable drama of Ben Hur, a tale of the Christ.

Mr. CRUMPACKER. Mr. Speaker, I ask unanimous consent that general leave to print remarks on the pending resolution be granted for five legislative days.

The SPEAKER pro tempore. The gentleman from Indiana asks unanimous consent that general leave to print remarks for five legislative days on the pending resolution be granted. Is there objection?

There was no objection.

Mr. CRUMPACKER. I move now, Mr. Speaker, that the Senate concurrent resolution 19 be agreed to.

The question was taken, and the resolution was agreed to.

MESSAGE FROM THE PRESIDENT—PERSONNEL OF THE NAVY.

The SPEAKER pro tempore laid before the House the following message from the President of the United States (S. Doc. No. 388), which was read and, with the accompanying papers, referred to the Committee on Naval Affairs and ordered printed:

To the Senate and House of Representatives:

I wish to bring to the attention of the Congress the urgent need of legislation for the improvement of the personnel of the navy.

I am strongly of the opinion that the future of our navy will be seriously compromised unless the ages of our senior officers are materially reduced and opportunity is given thereby for experience and training for battle ship and fleet commands.

Under our present system the average age of captains is 55 years and of rear-admirals 60½ years.

This is the direct result of an absurd system which allows nearly all officers, provided they retain their health, to pass through the various grades and retire as rear-admirals.

The greater number of our older commanding officers have had inadequate experience in command. Experience in command of a large vessel in the battle fleet is essential to the command of a division or squadron of the fleet, and preliminary training in flag officers' duties is necessary before succeeding to the chief command of a fleet. We are now training officers in command of battle ships and armored cruisers, many of whom can not serve as flag officers on account of their short time on the active list after reaching that grade.

The line of the navy is in an abnormal condition, the result of past legislation.

There is still a "hump" in the flag and command grades, there is a great deficiency of officers of suitable ages for the intermediate grades, there is the beginning of a new "hump" in the lower grades, and the total of all the grades is very considerably short of the requirements of the service.

The Congress, in 1903, authorized an increase in the number of midshipmen at the Naval Academy, without increasing correspondingly the grades of officers, and the result is now a large "hump" near the bottom of the list, due to the large classes graduated since that date. Unless legislation relieves the situation, these young officers will have little promotion for many years to come. From now on, about 160 officers per year will enter the junior lieutenants' grade, and, under existing law, but 40 a year will be promoted out of it; so that that grade will increase out of proportion to the others.

The following table shows the ages of the oldest and youngest and the average ages of the flag officers of different grades

and captains in the English, French, German, Italian, Austrian, and United States navies at the present time:

[About January 1, 1910.]

	Great Britain.			France.		
	Oldest.	Youngest.	Average.	Oldest.	Youngest.	Average.
Admirals of the fleet.....	70	65	68	-----	-----	-----
Admirals.....	64	59	62	-----	-----	-----
Vice-admirals.....	62	53	59	64	58	62
Rear-admirals.....	58	46	53	62	54	59
Captains.....	53	36	44	60	47	54

	Germany.			Japan.		
	Oldest.	Youngest.	Average.	Oldest.	Youngest.	Average.
Admirals of the fleet.....	(*)	-----	-----	-----	-----	-----
Admirals.....	61	58	60	67	48	60
Vice-admirals.....	57	54	55	60	59	54
Rear-admirals.....	54	49	51	58	42	50
Captains.....	51	41	45	51	41	45

	Italy.			Austria-Hungary.		
	Oldest.	Youngest.	Average.	Oldest.	Youngest.	Average.
Admirals.....	(*)	(*)	-----	(*)	(*)	-----
Vice-admirals.....	66	60	62	65	67	61
Rear-admirals.....	60	37	56	58	52	55
Captains.....	54	46	51	54	47	50

	United States.		
	Oldest.	Youngest.	Average.
Admirals of the fleet.....	(*)	(*)	-----
Rear-admirals.....	62	58	60.5
Captains.....	61	50	55

* One only active. * One only, 66 years.
 † One only, 54 years. † One Admiral of the navy, special.

The averages of rear-admirals of different countries, about January 1, 1910, were thus, as follows:

Japanese.....	50
German.....	51
English.....	53
Austrian.....	55
Italian.....	56
French.....	59
American.....	60.5

The effect of the proposed measure would be to promote our officers to the grade of rear-admiral at an average age of 54 to 55, and to make the average of all the rear-admirals about 58.

The average ages of captains about January 1, 1910, were, from the same table, as follows:

	Years.
English.....	44
German.....	45
Japanese.....	45
Austrian.....	50
Italian.....	51
French.....	54
American.....	55

The effect of the proposed measure would be to promote officers to the grade of captain at an average age of 46 to 47, and to make the average age of all the captains about 50.

The ages for rear-admirals and captains produced by the proposed measure are not young enough, in my opinion, for the arduous duties of the modern vessels of war and for the best success in a fleet engagement, should war come, but they are a decided improvement. To reduce the ages still further would not increase the cost; but for other reasons, I am unwilling to advocate any further reduction at the present time.

The creating of higher ranking flag officers is a military necessity. Through custom and tradition, at a time when the service was small, grades higher than that of rear-admiral were regarded as rewards of merit for exceptional war service. The size of the fleet now demands two grades above that of rear-admiral of the fleet (grand admiral), admiral, vice-admiral, rear-

found in foreign services. The customary naval grades are admiral of the fleet (grand admiral), admiral, vice-admiral, rear-admiral. Foreign fleets are commanded by admirals and vice-admirals. In international council, or in combined operations, the American admiral, whatever the importance of his command, must assume the junior position. In our Atlantic Fleet there are now four rear-admirals. There should be an admiral in command, a vice-admiral for the second squadron, and a rear-admiral for each of the other two divisions.

Considerations of proper military efficiency, as well as a due sense of national dignity and self-respect, as befitting this great Nation, urge that the existing situation shall cease.

The Secretary of the Navy has prepared a tentative bill for reorganizing the personnel of the navy, which is at the disposition of the Congress should it be desired. This proposed plan for relief meets with my hearty approval.

OUTLINE OF PROPOSED MEASURE.

The personnel of officers and men is based on the tonnage of effective ships. Increases or decreases of ships, due to authorization by Congress or to sale or other disposal, will increase or decrease the personnel in a fixed proportion. In time, though, the increases in new tonnage will be offset by old ships struck from the list. Adequate provisions are made to guard against sudden fluctuations in the personnel.

The ratio provided is 100 men and 5 line officers and midshipmen for every 2,000 tons of ships, including ships authorized and building, the principle being followed that it takes as long to train the midshipmen and enlist and train the men as it does to build the ships.

With 1,200,000 tons of ships, as now authorized, the ultimate personnel would reach 3,000 line officers and midshipmen and 60,000 enlisted men, but under the measure as drawn the full authorized strength of officers and men can not be reached for a number of years to come, nor in any case, except with the approval of the Congress year by year.

The officers, as now, are to be drawn from the Naval Academy, with certain additions from the ranks, as authorized by existing law; but it is not proposed to increase the present size of the Naval Academy classes, and it is estimated that under present conditions it will take about eight years for the full strength of officers to be reached.

As regards the men, the present authorized strength is 44,500. The current estimates provide for 47,500, which estimates are not to be altered. In future years, if approved by the Congress, the number can be brought up gradually to the proportion required for the actual ships, the present measure not authorizing any increase.

After the grades of officers assume the fixed proportions set for them there will be an excess in the upper grades due to promotion for length of service.

Each July 1 a board of high ranking officers recommends sufficient retirements to reduce such excess.

The rate of pay for such retired officers will depend on length of service. After eighteen years they would get about one-fourth pay, after twenty years about one-third pay, after twenty-four years about one-half pay, and after thirty years three-fourths pay.

The method of retirement is an important part of the proposed plan. At present too many officers reach the highest grade and retire with the rank of senior rear-admiral, without adequate return to the Government.

The present personnel law of 1899 has been in operation eleven years. In that time 304 officers have retired from age, length of service, or by operation of the law. In the next eleven years, if the proposed measure becomes operative, there will be about 133 retirements from the same causes, at a cost of less than one-half the former 304.

The lengths of service proposed for line officers in the various grades will bring promotion, at the latest, at the ages set forth following:

	Years.
Age at entry.....	18
Ensign.....	22
Lieutenant (junior grade).....	25
Lieutenant.....	28
Lieutenant-commander.....	36
Commander.....	42
Captain.....	47
Rear-admiral.....	55

The staff corps are put on the same basis as the line, as nearly as the requirements of the different corps will permit.

EXPENSE OF PROPOSED MEASURE.

In drawing up the measure which I have approved, a prime consideration was that there was to be no immediate increase

in expense, nor, except for authorized increases in ships, any eventual increase.

On the basis of tonnage, any increase in both officers and men must be authorized each year by Congress when it authorizes ships.

The saving in this measure is principally in the retired list of the line. Under the present law, and that which preceded it, most retirements were from the higher grades at the higher rates of pay. Under the proposed plan, with the exception of the captains already due for promotion to the grade of rear-admiral, no increase of rank is allowed on retirement, and retirements will be distributed along the grades at rates of pay which depend on length of service.

Finally, I wish to emphasize to the Congress that this measure is intended primarily to reduce the ages of the officers in the senior grades of the line of the navy and to secure more efficient captains and flag officers.

Incidentally it is intended to increase the efficiency of the staff corps by providing some measure of compulsory retirement for them and some increases which are necessary.

While it might be possible to include improvement in some other minor details of the line and staff corps, these matters are not directly concerned with improving the military efficiency of the fleet, and I deem it best not to complicate the desired improvement by introducing them at this time.

The wisdom of Congress, urged by the overwhelming voice of the people of our country, has provided us with ships of the best quality. It is necessary that our personnel of officers match these superb vessels if the navy is to be at the efficiency which is vitally necessary for its chief purpose and only reason for existence.

I earnestly urge upon the Congress the passage of suitable personnel legislation.

WM. H. TAFT.

THE WHITE HOUSE, February 25, 1910.

POST-OFFICE APPROPRIATION BILL.

Mr. WEEKS. Mr. Speaker, I move that the House resolve itself into Committee of the Whole House on the state of the Union for the further consideration of the bill H. R. 21419, the post-office appropriation bill.

The motion was agreed to.

Accordingly the House resolved itself into Committee of the Whole House on the state of the Union, with Mr. LAWRENCE in the chair.

Mr. MOON of Tennessee. Mr. Chairman, I yield thirty minutes to my colleague [Mr. SIMS].

Mr. SIMS. Mr. Chairman, when I took up for reading and study the annual report of the Postmaster-General for the fiscal year ending June 30, 1909, I found that it stated that the total deficit for that year was \$17,479,770.47. This showing was a great surprise to me, but I was simply astounded when I read, on page 6, the following:

Recent investigations have shown that the two great sources of loss to the postal revenues are second-class mail matter and rural delivery. The loss on second-class mail matter has been increasing for many years, until it now amounts to more than \$64,000,000. The loss from rural delivery, a service begun hardly a dozen years ago and of unprecedented growth, reaches nearly \$28,000,000.

I had no idea that the loss to the Government on rural delivery was anything like the sum stated by the Postmaster-General.

Under the heading "Rural delivery," page 11 of said report, the following statement appears:

RURAL DELIVERY.

The Rural Delivery Service has developed in twelve years from an experiment involving the disbursement of less than \$15,000 to one of the largest branches of the postal establishment, with an annual expenditure exceeding \$35,000,000. The postage on matter mailed on rural routes is estimated at about \$7,250,000.

Further on in said report, under the heading "Cost of rural delivery," the following statement appears:

COST OF RURAL DELIVERY.

On June 30, 1909, 40,628 rural routes were in operation. The expenditures on account of the rural service for the fiscal year ended on that date were \$35,661,034. Compared with the previous year, there has been an increase of 1,351 routes and of \$1,289,095 in expenses.

From a count kept in March, April, and May, 1909, it was shown that the average amount of postage on mail collected on a rural route was \$14.92 a month. The average monthly cost of the service on a route was \$72.17. This means that the cost of service on a rural route exceeded the revenue derived from the postage on the mail originating thereon by \$687 a year. On that basis the cost of all the rural routes in operation at the close of the last fiscal year exceeded the revenue from matter mailed thereon by more than \$27,900,000.

Mr. Chairman, these extracts I have read from the last annual report of the Postmaster-General cover substantially all that is said by him regarding the cost of rural delivery, also

as to the receipts from and the loss to the Government on account of that service.

When I first read this report, and before looking further into the facts that should be examined before passing judgment on this great branch of our domestic mail service, I confess I felt very much discouraged. I doubted whether the people would be willing to maintain and further extend a service which, as shown by the extracts I have just read, cost the Government \$7 for every one it received from its patrons. I submit, Mr. Chairman, that my conclusions and fears were but natural, without looking further into the matter than the annual report above referred to. It is but natural that we expect and have a right to expect, that the solemn annual report of the Postmaster-General shall contain, and in fact does contain, all information necessary to a fairly comprehensive and accurate understanding of all facts connected with the operations of his great department. There is no branch of the public service that so directly interests each and every individual person in the United States as does the postal service. Therefore it is so much the more important that the people be fully and correctly informed, not only as to the service as a whole, but as to each branch of the service treated independently.

I do not charge that the Postmaster-General has willfully misstated any fact in his report with regard to the rural service or that he has willfully failed to state any fact necessary to be considered in connection with this branch of the service, but I most respectfully submit if it is not a fact that his annual report is meager in its statement of facts, does not call attention to facts well known to the Postmaster-General, without the knowledge of which a comprehensive understanding of this branch of the postal service can not be had. So, in order to have a more perfect knowledge of facts which I then thought and now think should have been stated in his annual report, I addressed the following letter to the honorable Postmaster-General:

WASHINGTON, D. C., February 8, 1910.

Honorable POSTMASTER-GENERAL,
Washington, D. C.

MY DEAR SIR: In your recent report you show in round numbers that the cost of the rural service, as estimated by you, is \$35,000,000 per annum; that the receipts for mail collected on the rural routes is about \$7,000,000, leaving what appears on the face of your report to be a clear net loss to the Government of about \$28,000,000.

While I do not question the facts stated in your report, in fairness and in justice to the rural service, treated as an independent branch of the service, should there not be deducted from this \$28,000,000 the cost to the Government of the star routes displaced and discontinued by reason of the establishment of rural service, and also some saving to the Government by the discontinuance of post-offices where the annual cancellations were so small that 100 per cent of these cancellations went to the post-offices discontinued, and the increased cancellations at offices where the routes initiated in which a less per cent of cancellations went to the postmaster as compensation, and thus save something to the Government due to the extension and development of rural service?

To be perfectly fair toward the rural service as an independent branch of the postal service, should it not be credited with the savings I have pointed out, together with such natural increase as the expenses of star-route service would have entailed had it not been displaced by the rural service? I mean by this that it would cost more to sustain the star-route service displaced at this time than it was costing the Government at the time the star-route service was discontinued.

While your report shows the gross loss to the Government by the rural service, it does not show the net loss, and as your report, as well as all others, should not be open to misconception, but should give information so fully as to leave no question as to the accuracy and as to the proper understanding of the report in detail as well as in whole, will it not be necessary to take from the total gross loss by rural service, as estimated by you, the cost of the star-route service displaced and the discontinuance of the post-offices where the compensation was larger in proportion to the cancellation than now exists?

If you can make something like a reasonable estimate of these economies in gross that should be credited on the total gross loss of cost of rural service, I shall be glad to have you do so.

Very truly, yours,

T. W. SIMS.

Mr. GARDNER of New Jersey. Will the gentleman yield?

Mr. SIMS. Well, I wanted first to read the answer.

Mr. GARDNER of New Jersey. Before the answer is read, lest I might be thought to frame my question upon it, I would suggest to the gentleman that he is talking of a matter that I have been over somewhat, and I think we both want to be right in our arithmetic.

Mr. SIMS. Certainly.

Mr. GARDNER of New Jersey. Assuming that the fourth-class postmaster displaced took the entire value of the stamps for cancellation, still then crediting to the rural delivery the value of the mail originating on those routes, the gentleman has already credited them with the salaries of all the postmasters, and as much more than the salary of the postmasters as the amount would exceed the postmasters' salaries.

Mr. SIMS. Of course the gentleman understands that my time is limited, but information is what we are all after, and as the gentleman is a member of the committee and can give it, I will be very glad to listen further if he will agree to extend my time.

Mr. GARDNER of New Jersey. Well, that is all at this time. Mr. COX of Indiana. Mr. Chairman, will the gentleman yield?

Mr. SIMS. Wait until I finish reading the answer of the Postmaster-General. I received the following reply thereto:

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., February 11, 1910.

Hon. T. W. SIMS,
House of Representatives.

MY DEAR SIR: The receipt is acknowledged of your letter of February 8, 1910, in which you urge that the cost of Rural Delivery Service should be credited with the cost of any facility superseded by the establishment of rural delivery, and asking to be furnished with a reasonable estimate of the cost to-day of facilities which have been superseded by Rural Delivery Service incident to its institution and extension.

In reply I have to say that the annual cost of star-route service superseded by Rural Delivery Service, at the rate paid at the time of discontinuance, aggregates \$3,050,000. Taking the increase or decrease in the rate of cost per mile of star-route service from year to year as a basis of computation, the increased cost of star service superseded by rural delivery, were it in operation to-day, would be approximately \$647,000.

The aggregate of the compensation of postmasters at offices which have been discontinued as a result of the existence of Rural Delivery Service is approximately \$1,309,000. This entire sum, however, can not be regarded as a saving, as a considerable portion of it is paid to postmasters at rural delivery distributing offices as compensation. There are no data available from which any computation can be made as to the proportion of this amount which is an actual saving.

It is not practicable to present an accurate statement or even a satisfactory approximation of the effect of rural delivery on the revenues of the postal service. The value of the postage on mail collected can be approximated very closely, and for the fiscal year ended June 30, 1909, was about \$7,250,000, but a portion of this sum was paid as commissions to postmasters at offices of the fourth class, which are distributing offices for Rural Delivery Service. Exactly how much of the remainder can be credited to the cost of rural delivery can not be determined.

The institution of rural delivery has resulted in a marked increase in the volume of mail delivered to and dispatched from the territory supplied by rural service, the increase in four years being 96 per cent, with a consequent increase in revenue, but it is not possible to determine the proportion of this increased volume of mail that is due to the existence of rural delivery.

Yours, very truly,

F. H. HITCHCOCK,
Postmaster-General.

Mr. COX of Indiana. I am glad that the gentleman has brought out this point. It ought to be discussed. I thoroughly agree with the gentleman, and if he will examine the reports further on that point I think he will find that in 1897, when we were only appropriating \$40,000 for rural service, there was a deficit in the Post-Office Department of upward of \$11,000,000.

Mr. SIMS. Certainly; and, of course, we should not charge this increase in deficit wholly to the rural delivery.

Mr. AUSTIN. Mr. Chairman, has the gentleman taken into consideration that where the rural delivery service is established from a post-office it reduces the amount previously allowed for clerk hire in the distribution of star-route mail? I know I have had that up several times, where the department has declined to allow clerk hire at those offices, because it is no longer regarded as a distributing office for star routes.

Mr. SIMS. I am very glad the gentleman has called my attention to that, but I have made no estimate of that saving to the Government on account of the establishment of the rural delivery.

It thus appears from the letter just read that the Postmaster-General did not embrace in his last annual report the facts brought out in reply to my letter of inquiry, which was as necessary to be stated in order to a full and comprehensive knowledge of the Rural Free-Delivery Service as the facts that were stated.

Mr. Chairman, I insist and charge that the meagerness of the Postmaster-General's annual report as to the rural service is such as to amount to a gross injustice to that branch of the service and such as to cause a misunderstanding of the facts and as to be wholly misleading to the public or anyone else who looks no further than the bald statements contained in his report.

In his report, under the heading "Cost of rural delivery," the Postmaster-General says:

This means that the cost of the service on a rural route exceeded the revenue derived from the postage on the mail originating thereon by \$687 a year.

In making this computation, as appears from his report, he only included revenues derived from postage on mail collected on the rural routes. This is unjust, unfair, and misleading. All mail originating at the post-offices from which the rural routes initiate, going out on the several routes, having been handled by no other mail carrier, is mail originating on rural routes in all respects as fully as if collected by the rural carriers from the several boxes of patrons thereon. While it may be impossible to make a report of the exact number of pieces of mail thus originating at the post-offices from which rural routes emanate, it must be so large as to have been entitled to mention in the Postmaster-General's annual report, and which must be considered in a just treatment of the net cost of rural delivery.

Mr. Chairman, when we make a careful study of all the facts obtainable by the Postmaster-General bearing on the cost of rural delivery, and then consider how few he has brought out in his annual report and how misleading are these few facts stated, we are driven to the conclusion that he is not an enthusiastic friend of this great branch of our public service.

On page 62 of said report it appears that the total number of pieces of all mail handled by all branches of the mail service for the year 1909 was 14,004,577,271.

On page 34 of said report it appears that for the same year the rural carriers handled 2,723,262,000 pieces, which is nearly one-fifth of all pieces of mail handled by all branches of the service. In the same report, page 5, it appears that the total expenditures of the Post-Office Department for all purposes amounted to \$221,004,102.89.

The total cost of rural delivery for same time was \$35,000,000, or about one-sixth of the total expenditure. So, measured by the pieces of mail carried, the percentage of cost to service rendered on the rural routes is less than on all other branches of the mail service, while the increase in the number of pieces carried by the rural service for the last five years far exceeds the percentage of increase in any other branch of the service and shows an increase of net revenue in excess of the increase of cost for same period, thus assuring us that the percentage of net loss to the Government on account of rural delivery will diminish instead of increasing from year to year.

That we may have a fuller and better understanding of the facts bearing on rural service, I now read from page 6 of the last report of the honorable Fourth Assistant Postmaster-General, made to the Postmaster-General for the year ending June 30, 1909:

The installation of rural delivery, as a rule, has been followed by an increase in the amount of mail delivered and collected within the territories respectively served by that service. During the earlier years this increase was gradual, as a whole. In order to ascertain the percentage of mail carried on rural-delivery routes, a count was kept during the months of March, April, and May, and taken as a basis of conservative calculation, which showed that rural carriers throughout the United States handled during the fiscal year ended June 30, 1909, the enormous bulk of 2,723,262,000 pieces. During the four years succeeding June 30, 1905, the number of routes advanced 26 per cent, but the increase in the amount of mail delivered was 87 per cent, and mail collected 151 per cent, or an increase of 96 per cent in the whole amount handled. There was an increase of 149 per cent in the number of money orders issued, and 91 per cent increase in the number of letters registered. In 1905 the average number of pieces of mail handled per route per month was 3,600. Based upon the count kept during March, April, and May, mentioned, the average number of pieces now handled per route per month is 5,600—the largest in the history of the service. Another significant fact is that on only 2,117, or 5.2 per cent, of the rural routes was the quantity of mail handled less than 9,000 pieces per quarter, which is considered a fair average for a standard route.

Additional evidence of the increase in the amount of mail passing through rural delivery is furnished in the fact that 992 routes handled 25,000 or more pieces of mail during the three months ended June 30, 1907, and 3,232 routes 25,000 or more during the three months ended May 31, 1909.

In 1907, 27 routes handled more than 50,000 pieces of mail during the quarter ended June 30; in 1909, 95 routes more than 50,000 during the quarter ended May 31. On 35 of these routes the value of the stamps on mail collected for the period indicated exceeded \$200. On 24 routes this item exceeded the carrier's salary.

Mr. Chairman, I now read further from page 6 of said report:

The following statement shows the amount of mail of the various classes handled on rural routes during the year 1909 (an approximation based upon the three months' count herein described) and the year 1905, the increase, and the percentage of increase:

	Year 1909 (approximated).	Year 1905.	Increase.	Per cent of in- crease.
DELIVERED.				
Registered letters or packages.....	1,321,380	640,248	681,132	107
Letters.....	464,154,856	243,153,867	221,000,989	90
Postal cards.....	259,996,180	50,899,139	209,097,041	410
Newspapers.....	1,226,515,964	773,277,783	453,238,181	58
Circulars.....	279,927,200	118,605,919	161,321,281	136
Packages.....	46,324,284	23,219,244	23,105,040	99
Total delivered.....	2,278,239,864	1,209,796,200	1,068,443,664	87
COLLECTED.				
Letters and packages registered.....	1,074,868	617,574	459,294	74
Letters.....	273,616,060	151,460,977	122,155,083	80
Postal cards.....	157,284,096	16,610,302	140,673,794	846
Newspapers.....	3,519,968	2,361,478	1,158,490	49
Circulars.....	4,939,656	3,095,561	1,844,095	57
Packages.....	4,587,700	3,115,619	1,472,081	49
Total collected.....	445,022,288	177,261,511	267,760,777	151
Total handled.....	2,723,262,152	1,387,057,711	1,336,204,441	96

This remarkable increase is conclusive evidence that the institution of rural delivery has enlarged the amount of the mails handled, and therefore increased the revenues. This is true, although 45 per cent of the bulk of the mail on rural routes is second-class matter, as the increase applies to all classes of matter, especially to letters and postal cards, the latter due to the enormous use of souvenir or picture post cards.

Is it not a little remarkable that with these facts, all in the possession of the honorable Postmaster-General when he wrote his last annual report, he said, in bold, brutal, cold-blooded fashion, that the loss to the Government on rural delivery for the last fiscal year was \$28,000,000?

It will be seen by the above detailed statement of the Fourth Assistant that the total pieces of mail delivered for that year was 2,278,239,864, while the total pieces collected for same period on rural routes was only 445,022,288, while the Postmaster-General seemingly takes into account in determining costs only the mail collected on the several rural routes, ignoring altogether any account of the vast volume of mail delivered, and giving the rural service no credit for any share in the profits derived in the delivery for that year of 1,321,380 registered letters and packages, 464,154,856 letters, 259,996,180 postal cards, 279,927,200 circulars, and 46,324,284 packages, making the grand total of 1,051,723,900 pieces of mail delivered on which the Government received a profit, while the total number of pieces of second-class mail delivered for the same period was 1,226,515,964, showing that only about 45 per cent of all pieces of mail delivered on rural routes is of the second class. It also appears for the last four years the rate of increase on registered mail delivered has been 107 per cent; on letters, 90 per cent; postal cards, 410 per cent; circulars, 136 per cent; packages, 99 per cent; while that of second class—the unprofitable mail—is only 58 per cent. It thus appears that the increase of unprofitable mail delivered on rural routes for the last four years has been only about half the increase in profit-paying mail for the same time, thus demonstrating that the net expenses of rural delivery, viewed from the standpoint of mail delivered, is growing less all the time.

Mr. Chairman, viewed from the standpoint of mail collected on the rural routes for the last fiscal year the facts are as follows:

Registered letters collected, 1,074,868; increase for four years, 74 per cent; letters collected, 273,616,060; increase for four years, 80 per cent; postal cards collected, 157,284,036; increase for four years, 846 per cent, or over 200 per cent per annum; circulars, 4,939,656; increase for four years, 59 per cent; packages, 4,587,700; increase for four years, 47 per cent; newspapers, 3,519,968; increase for same period, 49 per cent. Thus showing as a whole that the grand total of pieces of mail collected on rural routes for last fiscal year on which the Government receives a profit, was 441,502,320 pieces, while the total pieces of second-class mail in which the Government incurs a loss was only 3,519,968.

Viewed from the standpoint of mail collected, nearly all of which is profit-paying mail, the cost of rural delivery is being rapidly reduced as must necessarily appear from the most casual examination of these figures.

Mr. Chairman, I have accepted the report of the honorable Postmaster-General as to loss on second-class matter as being in excess of \$64,000,000; for the last fiscal year, as being accurate or substantially so, I have no means of finding out the facts or the methods used in arriving at this item of net loss on second-class mail, but if he is as far away from substantial accuracy in that matter as he is in rural delivery, we can not justify such drastic action as at first seemed necessary in the way of increasing the rate of postage on second-class mail matter. Further investigation and study will be necessary before final action if mistakes are to be avoided.

Mr. Chairman, rural delivery is the idol of the country people, and no man or political party can long survive if just suspicion of his or its unfriendly attitude is once aroused. This fact must be well known to the present Postmaster-General, in view of which I am exceedingly surprised, that he should do or say anything or fail to say anything that will give reasonable grounds to charge him with lack of sympathy for and energetic championship of this great and growing arm of the public service.

Mr. Chairman, I beg to call the attention of the House to page 4 of the report of the honorable Fourth Assistant Postmaster-General recently made to the Postmaster-General under the heading "Rural letter carriers," which reads as follows:

RURAL LETTER CARRIERS.

During the past year 2,526 resignations of carriers were accepted, which is 19 per cent greater than the number accepted during the preceding fiscal year; whereas there was a decrease in the number of resignations from the year ended June 30, 1907. However, the number of carriers resigning is only 6 per cent of the number of carriers in the

service June 30, 1909. Two hundred and three carriers were separated from the service by death. Out of 40,499 carriers only 175 were dismissed for cause, which is an increase of but 10 over the number during the previous fiscal year. Of the carriers dismissed, 36 were for embezzlement of funds and 35 for intoxication.

I pause to ask: Was there ever such a record made in the public service of any government—city, State, or national—in the history of the world, ancient or modern, where out of a body of 40,499 officials there was so small a number of dismissals for cause in one year? Think for a moment, that each and every one of this vast army of government officials each and every day of his official service handles actual sums of money, of currency, and only 36 out of the 40,000 yielded to the ever-present temptation and became embezzlers. I beg you, Mr. Chairman, to consider the almost unbelievable statement that out of this number of more than 40,000 men selected from every part of every State in these United States, who must go through heat and cold, mud and dust, fair weather and foul, that the dismissals for drunkenness for a whole year were only 35. Where is there another nation on this earth that can make such an exhibit of honesty and good behavior in any equal number of its citizens subject to like temptations and hardships?

Mr. Chairman, I am proud of this great body of our best men. To this great army of model citizens I point with pride as the best evidence of the fruit of our glorious free institutions.

But there is another side to this picture. One suggestive of injustice, one not calculated to quiet the conscience, one not calculated to cause us to feel that we properly and fully appreciate the great services of this vast number of our most worthy citizens. The maximum salary of a rural letter carrier is \$900 per annum, while the maximum salary of a city letter carrier is \$1,200 per annum. Why this difference?

The city carrier has a legal eight-hour day. He has no expense by way of equipment. He has paved streets and sidewalks upon which to travel while he makes his rounds. The rural carrier must often start in the winter before daylight and return in the night. He has poorly kept country roads over which to make his weary journey. He must furnish himself with at least two horses and a wagon or buggy, which cost him an outlay of from \$400 to \$600; he must pay for frequent repairs of the vehicle; he must be at a daily expense in feeding and caring for his horses; none of said expenses are incurred by the city carrier, yet he is paid 25 per cent more for his work than is paid to the rural carrier.

Mr. Chairman, I denounce such discrimination as rank, inexcusable injustice.

I know that it is said that the living expenses of the city carrier are greater. This is not true, as great an extent as may first appear. In the first place, the city carrier has only eight hours of service; he is often enabled to do something by which he can earn something in addition to his salary. Then he has advantages of good public schools for his children all the year round and the further advantage of public high schools for his children, in which a fairly good college education can be had free of cost, which advantages are almost unknown to the rural carrier. The difference in the food cost of living is not so great as may seem at first blush. The rural carrier does not and can not live out in the country on a farm. He must live where his route initiates, which is nearly always in a town or village, where the difference in the prices of food products is simply the freight charge from the town to the nearest city, which is usually a small per cent of the total cost. The price of feed-stuff, corn and hay, for the rural carriers' horses has advanced in an equal ratio with the cost of living to the family. Since the last increase of salary for rural carriers the cost of living has increased fully 25 per cent.

Mr. Chairman, there may be some States in the Union where the roads are so good that one horse can do the service of two and where the present compensation for rural carriers is fairly remunerative, but I am convinced that in a much larger number of States the present salary or compensation ought to be increased to \$1,200 for all carriers now receiving \$900 and all others increased in like ratio. Nothing less is compensative, and if present high prices are to continue I can not see how the service can fail to be crippled, if not greatly retarded. We can not afford to let this great and beneficial service retrograde, we must do simple justice to this most deserving class of our public servants and vote them a maximum salary of at least \$1,200 per annum, and thus in salary, if no further, put them on a level with the city carriers, who walk upon smooth pavements, cross asphalt-covered streets, have the protection of awnings, and bask in the shade of beautiful parks to the music of playing fountains and city-paid bands, while the poor dust-covered, mud-bespattered rural carrier homeward plods his weary way.

Mr. GARDNER of New Jersey. Mr. Chairman, the matter of a \$13,000,000 deficit in our postal revenues in 1908 nor a \$17,000,000 deficit in the following year, probably slightly to be increased in the next, is not a matter about which I have more than a slight concern. With me the present condition of the postal revenues is not of importance to-day, except in the sense that it points the finger of warning toward the by and by. I became interested in a little postal investigation about 1880. I can still see the figures on which I was then working, and the aggregate of the bill was less than \$40,000,000. In a little less than three decades to get the aggregate of the present bill we multiply by six the figures of thirty years ago; and still, as regularly as the years come and go, we are adding about the same annual percentage of increase. If this is to continue through the next three decades—and there is nothing to indicate the contrary—the post-office appropriation bill for the year 1940, together with the cost of the department, will carry about one and one-half billions of dollars. Then the difference in percentage between the two sides of the ledger will have become a vital matter.

Everybody, I take it, who has served long on the Post-Office Committee sees here and there an opportunity to make real improvement. It has been patent, I take it, to everybody familiar with the subject for the last twenty years that in the interest of simple justice our mail matter needs a reclassification. Experts have agreed on that, but they have differed radically as to whether the number of classes should be increased or decreased, and it somehow happens—I am not going to intimate that any powerful parties at every proposition to revise the service play the ink fish—it always happens, however, that something quite irrelevant and unimportant is brought out and fired at the people in continuing volleys as the great and pivotal question on which everything ought to turn. When there was some talk of reclassifying mail matter, with no definite determination as to whether the postage should be raised on any, we could scarcely look a print in the face without being told of what Germany was doing for her people in the way of postal service. It was made to appear disreputable to the United States that our Government should deal less favorably with our people than the Empire of Germany did with hers. Well, we are not hearing anything about that now, for it appears that at last it has percolated sufficiently into the public minds that there is no comparison in any respect as to mail matters between Germany and the United States.

Their country is so very much smaller and the average haul so very much less; the fixed limitation upon grades and salaries of employees, and, besides, the Government owns the railroads, or if giving a private party the right to construct a railroad imposes the condition of carrying the mails, carrying troops and munitions in time of war, I think, and what not; and when the authorities come to fix the rate on passenger and freight traffic, it seems that the German pays so roundly for those mail facilities, concerning which we heard so much, he would be better off, indeed, if he could pay for them directly.

A gentleman with whom I happen to be very well acquainted found it necessary a few years ago to ship some coarse potash about 42 miles along the Elbe, because the river was frozen up. He was amazed on the receipt of his freight bill to find it was \$1.12 a ton. He said that there was not a branch or a high-cost railroad in the United States that would charge him over 60 cents for that, not possibly over 70 cents. He learned that the 52 cents per ton was his share of the mail service and other services performed by the Government of Germany. Very well; we are not hearing about that nowadays. But just now it happened that our post-office matters were being investigated.

The postal commission had done a good deal of work and the President had spoken. Some gentlemen wanted a hearing, and behold, we found one morning a new and mighty problem before Congress and mankind, "How did Canada manage her mail system?" Publications of high repute said that all movements in the United States should be delayed until conditions and results in Canada could be explained. This was the information for which a hungry world felt a gnawing at the vitals. I have known a little, not much perhaps, about Canadian postal affairs for some time, but it had never occurred to me that they furnished a single element for an equation or that could be used in the solution of our problems in the United States. Some facts in regard to Canada I perhaps know, and since a number of Members have said to me that their correspondents were copying articles referring to the new problem and they needed information about the subject, I am willing to give the limited amount which I have.

Canada receives, as I deduce, about \$9,000,000 of mail revenue. The report says, in cold type, that the government receives \$7,410,623.93, but they have a system of nonaccounting

post-offices, and from the accounts balanced before return we may deduce that the total receipts are \$9,997,913.94. The conclusion is that the result in nonaccounting offices shows an addition to the \$7,410,623.93 of about \$2,401,623.93, and inasmuch as the accounts are made to balance, an increase of her expenses by about the same amount.

So we have to compare with the mail system of the United States another system which involves less than \$10,000,000. We, in the report for 1908, spent \$210,000,000. The aggregates are very wide apart. Let us see about some percentages. I can not compare conditions, for I have not investigated them in Canada. They seem to have an internal service something akin to our rural delivery, the service being along the star routes. But her star-route service, her mail messenger service, her screen-wagon service, if she has it, and her rural delivery to the extent that she has it are charged under one heading, that of "Inland transportation of the mails," and it is \$1,508,000, or 16 per cent of her gross expenditure. Add together our screen-wagon service, our rural mail, and sundry other items that go into that sort of delivery and the star-route service and we get something like 14 per cent of our gross expenditure. So we are bound to conclude that Canada has an internal system that is of greater importance in percentage of her revenue than ours is to us, rural delivery included. There is only about 2 per cent difference. That is a little in our favor on these items. So if we are to save anything by modeling after Canada, that is not the item out of which we are to get the economy.

Well, Canada has a railway mail service which she runs a little more than half as frequently per route as we run ours. The proportion is 1,100 and above to 1,900 and above. She has a railway postal-car system. I have not seen the cars, but of the last 30 new routes established, 21 of them are marked "Served by R. P. O." Nine of them are marked "Served by B. C."

I inquired from a gentleman who thought he knew what that meant, and he said "baggage car." So that on all these routes mail handed in at a post-office at B, if it is for C, it is not delivered when the car gets there. It goes to some distributing office and is there reworked, and goes back by a later train to the post-office that it has passed. But in the ration of items of expenditure their railway mail pay per pound for its greatest possible weight, even with this kind of service, must materially exceed ours.

Canada has a classification of mail matter very much like ours. In fact, the system seems to be copied just as closely after that of this country as it is possible to copy one system after another under different conditions. Her classifications are practically the same, if not identical. Her rates on three classes are identical. Her rate on second-class matter is less.

She had in the last year, or the last year that I have a report of, derived \$133,000 from second-class matter, at half a cent a pound for most of it, if not all, indicating a weight of 26,000,000 pounds, which is about one-thirtieth of the second-class matter we carry, but we carry about 26 times as much and do some 32 times the gross business in weight, so her proportion of second-class matter is less than ours, but not materially less. It is going to be very materially less. The postal rates on foreign periodicals have been advanced by Canada to 4 cents per pound. There is plenary authority in the postmaster-general to admit or to refuse to admit to second-class privilege in Canada whatever foreign publication he will; and the indications are, judged by results up to this time, that a low percentage of American periodicals are going to be admitted to second-class rates in Canada. So that while she has reduced the postage on second-class matter to a quarter of a cent a pound, she is calculating on a saving on former losses. At half the former rate, the diminished quantity will reduce the loss.

Now, that scheme seems to please our publishers, if we may judge by what we read.

Now, Canada has \$800,000 surplus. The United States has, according to the figures for 1908, \$13,000,000 of deficit. I suppose that every gentleman on this floor now has received letters calling his attention to that fact, and probably charging incompetency on the part of our own Post-Office Department.

I find by the statement that I have already made that, in comparison with Canada, we can save nothing by striking out our rural delivery and other inland service, as on that her percentage exceeds ours. We can find no relief or remedy in turning to the railway-mail service over there because apparently by their mileage system they are paying more per pound, and perhaps considerably more a pound, than is the United States. We are left, unfortunately, to find the entire difference

in the outcome in the United States and Canada of two systems, very similar and operated on the same plans, in the difference in the percentage of salaries paid. That may or may not have a relation to the size of the salary—the amount of a given salary. It may result from their greater slowness, indicated by the statistics given, being in about the proportion of 11 to 19 here in the matter of speed in the delivery of the mails.

But the truth is, that of this post-office appropriation bill, 60 per cent of it is carried for salaries. Take the Canadian reports, charge all the salaries that the postmaster-general has paid and charged as salaries in his report, and the balances of the transactions in the nonaccounting offices, try to build it up, as an advocate of the superiority of that service might do, so that you will not find a discrepancy in the salary rates, and you get theirs up to 47 per cent. The difference between 47 and 60 in our expenditures at the close of the year 1908 would be nearly \$26,000,000, wiping out the deficit and leaving \$13,000,000 surplus.

Mr. LLOYD. Mr. Chairman, I desire to ask the gentlemen, if you were to leave out the expenses of the rural service, have you then made a comparison?

Mr. GARDNER of New Jersey. I had those figures but have not incorporated them.

Mr. LLOYD. They have the star-route service, with the box system, have they not?

Mr. GARDNER of New Jersey. Yes.

Mr. LLOYD. That is, delivery along star routes. They have no regular rural-delivery system?

Mr. GARDNER of New Jersey. No. I could not determine just what they do have from the report. I think we can readily solve the problem mentally, can we not, taking the rural delivery out?

Mr. FURNES. The figures which the gentleman gave as to the proportionate amount for salaries in their service and in our service were 47 per cent and 60 per cent—

Mr. GARDNER of New Jersey. A difference of 13 per cent.

Mr. FURNES. We could hardly save anything in that direction, because that is virtually the commercial difference in salaries between the United States and Canada, is it not?

Mr. GARDNER of New Jersey. I do not know. I think it certainly above 8 per cent, and possibly 15.

Mr. FURNES. I think it to be the fact that 13 is about correct.

Mr. GARDNER of New Jersey. I was simply saying here that they were saving a little money, about 10 per cent, and we were losing money, and that by comparison of the items of expenditure I endeavored to find the place to locate that difference. I could not find it in the Railway Mail Service; I could not find it in the inland service; and could not find it anywhere in the account until it came to the amounts paid for salaries. I noticed that our 1908 bill was carrying \$136,000,000 out of \$210,000,000, and yet I am not saying that their salaries are high or low. It is just a question of difference in figures.

Mr. FURNES. As I understand it, our great loss is owing to the fact of the salaries that we are paying. The statement I understood you to make was that 60 per cent of the entire cost of the mail service is paid out in salaries, and what I wished to make clear was that there is a difference between the salaries in Canada and in the United States, owing to the greater cost of living and in every way the greater expense, so that that difference is only a normal one.

Mr. FASSETT. That would apply to the relative cost of railroad service and every other service in the same way.

Mr. GARDNER of New Jersey. Of course, that difference would apply all through.

And now, you gentlemen must take the responsibility for putting into my comparisons this cost element, or dollar value element, which furnishes the shortest cut to a full comparison, but which I had decided to leave out, solely from an indisposition at this time to even call attention to the fact of the higher prices prevailing here than in some other places.

Of course, if our dollar has the purchasing power in Canada of \$1.13, then Canada charges a higher postage rate than we do by 13 per cent. Thirteen per cent on Canada's \$10,000,000 is \$1,300,000, which wipes out her \$800,000 surplus and writes in its place a half-million deficit; then her beauty and her power as a post-office example are gone. On the other hand, increase our incomes by 13 per cent and you add nearly \$26,000,000 to our revenue, and our \$13,000,000 deficit is changed to a \$13,000,000 surplus.

Suppose the difference of the power of the dollar here and there is but 8 per cent; then Canada is charging an 8 per cent higher rate of postage than her figures express.

This would about exactly strike out her surplus.

Now, add 8 per cent to our rate, and our income increases \$16,000,000, equal to our deficit, with a remainder of \$3,000,000 of surplus.

If the difference is 10 per cent, Canada at our postal rates has a deficit of \$200,000; the United States would have a surplus of nearly \$10,000,000.

There is another consideration that would enter the calculation, to some extent, but I can state no percentages of different costs. Canada, in handling her second-class matter, as I understand it, follows the German plan, and sends along with it a very low-salaried clerk—in fact, a man who does not rank as a clerk at all—and the second-class matter is put off at the various stations through which they pass.

Mr. MURDOCK. Just for information, not to interrupt the gentleman's argument, what proportion of the 60 per cent in the United States is composed of postmasters' salaries and what proportion of the 47 per cent in Canada is postmasters' salaries?

Mr. GARDNER of New Jersey. I did not figure on that percentage, nor can I deduce it from the Canadian report other than in this way: The first table states flatly that their net income is a certain figure and their gross income a certain figure. In a table you will find in the accounts from the nonaccounting offices \$2,370,000, made up of salaries and shopkeeper's accounts—that is, twine and such stuff, I suppose; and the indications that I gather from it are that \$2,000,000 is composed of the salaries of postmasters and assistant postmasters, or salaries of postmasters and such other employees as they have a right to pay out of the postal funds. Now, if those salaries amount to \$2,000,000 and their gross expenditure is \$9,000,000, then the postmasters' salaries amount to two-ninths of their total expense, and theirs would be a very much higher percentage than ours on those figures.

Now, we have some items that they have not, such as pneumatic tubes. If they have the substations in the larger cities, such as we have, there is nothing from which I deduce it. Their accounts are not like ours, though in a general way this system that has been held up to us in letters sometimes as superior is copied right after our own. The two are alike, but our administration secures better results and greater economy, upon the whole.

Mr. MURDOCK. Is the only variation in their system of postage rates on the second class? Do they charge the same for first class, third class, and fourth class as we do?

Mr. GARDNER of New Jersey. They do. They have first class; then second class, papers and so on; third class, printed matter, books, and like things; fourth class, merchandise; so that the classification is not only about identical, but the prices are identical, expressed in figures, 2, 8, and 16. The railway mail system is copied after ours, but their method of pay is on some sort of a mileage plan rather than a weight plan, but they pay unquestionably something more per pound than we do for railway mail transportation. As to the inland service, it amounts to a little higher percentage than ours, including the rural delivery. So, trace it along, and you find out where the difference is between the thirteen million deficit and the \$800,000 profit, and you are left almost entirely to the difference of percentage in salaries or difference in dollar value.

Now, I would like to say to the gentleman who questioned me a little while ago that that difference comes by no means out of the different amounts paid to different men engaged in the service. I think we make great sacrifices to expedition. We cover, as I have said, in our railway postal routes an average of nineteen hundred and more times a year, and they eleven hundred and more times, indicating that their mail is held back, goes less frequently, in larger proportions, and can be handled by a less number of employees.

My advice is that their second-class matter is not handled by the railway mail carriers, but by cheaper men. So that while there may be a difference the table would indicate the rates of salary paid, and we are sacrificing a considerable percentage to our expenditure for expedition, for more speed. We can not have anything go on wheels unless it carries a mail. A road here put on a sixteen-hour train from New York to Chicago, and they charge \$10 extra to ride on it. Neither you nor I, going around the foothills of the Alleghenies, want more than three cars on that train, but it had not run long before the mails rumbled in and said, "We belong on this, too."

Mr. FURNES. Will the gentleman yield for a question?

Mr. GARDNER of New Jersey. Certainly.

Mr. FURNES. Will the gentleman inform us whether the mail trains make better time in this country than they do in Canada?

Mr. GARDNER of New Jersey. My understanding is that our general schedule is faster here than it is in Canada; I am speaking of the general railroad schedules.

Mr. FURNES. It is a self-evident proposition that speed costs money.

Mr. GARDNER of New Jersey. Yes; and we make more frequent dispatches of the mail. I suppose quantities of mail matter in the other country is held back and dispatched, perhaps, in two dispatches a day, while we would send four or five.

Mr. AUSTIN. Will the gentleman yield?

Mr. GARDNER of New Jersey. I will yield to the gentleman.

Mr. AUSTIN. Are express companies in Canada permitted to handle mail matter?

Mr. GARDNER of New Jersey. I have not the slightest knowledge about that, because the Postmaster-General's report would not show it any more than an examination of our report would show it here. Since that matter is brought up, and as this seems to be a rambling sort of an hour, I want to say something about the carrying of mail by express companies, or rather the sending by express of matter that would be mailable. I think my friend from Kansas [Mr. MURDOCK] the other day advocated the enforcing of the government monopoly on mailable matter. I would have to change my views before I could favor that. We who subscribe for publications and get them through the mail in the East pay 1 cent a pound, or the publisher does, on that mail. We think that it may pay the Government for hauling that mail, that it only loses in the carriage or delivery. But my friend from California may be getting the same publication, and the Government is probably paying 6 cents to carry it to him. So, so far as my interest in the National Treasury goes, I am already paying a tax to help him get his magazine. If I want them in quantity, I do not want to be further taxed by compelling the publisher to put into the mail 100 pounds of something that may be brought by freight or express for 50 or 60 cents.

Mr. AUSTIN. Will the gentleman allow me one question more?

Mr. GARDNER of New Jersey. Certainly.

Mr. AUSTIN. Would it make any difference in the cost of publication to require them to send it by mail rather than by express in your neighborhood?

Mr. GARDNER of New Jersey. Oh, I can not answer that. These things are all worked up by averages. My understanding is that the magazine published in New York goes up to Boston by freight or express at, say, 75 cents a hundred. Whether the publisher would charge any more for it if he had to send it some other way I do not know.

Mr. AUSTIN. It retails in Boston and New York at the same price it does in San Francisco, does it not?

Mr. GARDNER of New Jersey. Certainly it does, on the system of averages.

Mr. MURDOCK. The gentleman proposed an equation in which there were two parties, himself and the gentleman from California. I propose an equation in which there are three parties in interest, the Government, the gentleman from New Jersey, and the gentleman from California. Now, if we are to cover this country with a uniform rate, naturally we, by maintaining a monopoly in the carriage of any class of mail matter, will possibly make some money on the short haul, as we are rather certain to lose it on the long haul. Does not the gentleman think, then, that when the Government as a third party to this transaction surrenders its carriage on the short haul and retains it only on the long haul, the Government, regardless of the interests of the gentleman from New Jersey, gets the worst of it?

Mr. GARDNER of New Jersey. Yes; the Government gets the worst of it; but, Mr. Chairman, my opinion of the mail system is that when it comes to anything so much a matter of commerce as periodicals in bulk, if the mail steps into the matter at all, it should be to assist the citizen at the point beyond which he can not get them by some other method more cheaply. I do not believe that it is the business of the Government or the right of the Government on a matter that is so much merchandise as half a car of magazines, or a hundred pounds of them, for that matter, to compel a citizen to send them to Boston by mail, and not by some other method, if he prefers it.

Mr. MURDOCK. Of course, the gentleman makes an exception with regard to first-class mail.

Mr. GARDNER of New Jersey. Oh, the letter business! It is out of the question for an individual to ever handle his own letters, and nobody will ever produce enough letters to make it worth while for him to send them by freight or some other

way and have them delivered, one by one, to the addressees. That is beyond imagination, even.

Further, as to this compulsory monopoly of the mail, Mr. Chairman, I can not figure it out, including the delivery, just as some gentlemen have figured it out; and it is my opinion that, while by declaring a monopoly of that mail you may decrease the percentage of loss per pound on all of it you handle, nevertheless the aggregate loss will be increased according to the degree of rigidity with which you enforce the monopoly.

Mr. BENNET of New York. Will the gentleman yield for a question?

Mr. GARDNER of New Jersey. Yes.

Mr. BENNET of New York. What have you to say as to substituting space for weight, paying for the cars used at a certain rate per mile, full or empty?

Mr. GARDNER of New Jersey. In the consideration of revision of methods of railway-mail pay I have met this difficulty in the space-payment method: It would increase the cost of the mail which is now most expensive to the Government, and possibly reduce the cost of the mail which is transported most cheaply, and this would accentuate the differences which are now used by critics as a weapon in assaults upon our pay system. We now pay \$171 per mile of track per annum for 5,000 pounds of mail, but we pay \$42.50 per track mile per annum for less than 200 pounds of mail. The 200 pounds with workable room requires, say one-fifth of the floor space that 5,000 pounds requires, which would make our 100 pounds of mail cost not less than \$9 a trip, but \$34 a trip per mile per annum. The floor space used in our apartment cars nearly equals the floor space used in our post-office cars in the aggregate, so while the space method might be more equitable it would so emphasize the greater cost of our apartment-car mails as to possibly bring about greater pressure for their curtailment as a means of economy, but this curtailment is precisely what much more than 50 per cent of our people do not desire.

Mr. BENNET of New York. Is there a postal savings bank or a parcels post in Canada?

Mr. GARDNER of New Jersey. Canada has a postal savings-bank system. She has no parcels post except as our fourth-class classification is used as a parcels post, and if she has one it goes at 16 cents a pound.

There has been a good deal of criticism, Mr. Chairman, and it is natural, of our Post-Office Department, the executive capacity of its officials, and its administration. I think I ought to say now that in seeking information, in going through its reports and others, I become justified in the assertion that whatever the faults of our own department, it is the best on the globe. [Applause.]

And whatever the faults of its own reports, they are the best published by any government on the face of the earth. [Applause.] And you can get more of the exact truth out of them and know more of the operations of your own postal system from your own reports than you can that of any other nation by their reports. One of the usual criticisms, as we all know, is lodged alike as against Congress and the department, I would suppose, that we are paying more to the railroads than we ought to pay. I hold no brief from the railroads, Mr. Chairman, and if we are paying them too much I am as anxious as any man here to find it out. I freely confess that by every comparison I have been able to make I have thought if it is either way, they were underpaid. A gentleman whom I will not now name, but whom I believe to be the best expert in such matters on top of the ground, says that he thinks the system ought to be revised in the interest of simplicity, but the results will be the raise of the pay as an aggregate. To-day, in looking for some matters, I happened to return to the report of the Wolcott commission, and there I found, over the signatures of Eugene Loud, Senator Wolcott, Justice Moody, men of caliber and probity, a statement that the cost per railway mail route in England, Ireland, and Wales, with their dense population in most parts, was four hundred and odd dollars per route, as against \$190 in the United States; but as the methods of computations were different, they could not make the exact comparison by pounds, but felt safe in saying that in densely peopled England, Scotland, Ireland, and Wales, the Government of England is paying more per pound for the carrying of her mail than is the United States, and since those words were written the railway mail pay in the United States has been reduced from 17 to 20 per cent.

Mr. FASSETT. Have you at command the comparison which that same commission made and reported upon as between the cost here and in Germany, and also in France and Canada? It will be interesting to put it in the RECORD right here.

Mr. GARDNER of New Jersey. I have not it. If I had recalled that they reported anything on Canada, I would gladly have put it in the RECORD.

Mr. FASSETT. They printed Bradley's report. He is superintendent of the Railway Mail Service in New York. He made this statement in several forms: That so far as he could find routes in this country and Canada which were comparable one to the other, and so far as he could compare services which were fairly comparable one with the other, the Canadian cost was nearly two to one in every instance—twice as much in Canada as in the United States as to the railroads, and almost a similar thing in Germany.

Mr. GARDNER of New Jersey. I do not feel justified in occupying any more time. I only meant to endeavor to come as near as I could to answering questions which might be asked, particularly about this Canadian system, since our mails have been loaded with the potent query.

Mr. KEIFER rose.

The CHAIRMAN. Does the gentleman from New Jersey [Mr. GARDNER] yield to the gentleman from Ohio?

Mr. GARDNER of New Jersey. I do.

Mr. KEIFER. What I want to get at from you or somebody is whether they have the rural route system of delivering mail that is anything like in character to that in the United States. My understanding is that it is a mere incident to some star routes or something of that kind, but not a rural free delivery as we have it.

Mr. GARDNER of New Jersey. I will say to the gentleman from Ohio that I have not been there to see it and know nothing whatever of it except what I can deduce from the reports. As I have said before, they pay for their star routes and their rural service, whatever it is, and screen wagon service and like things, a greater percentage of their total expenditure than we pay for ours, rural delivery included. So it ought to be a pretty thorough system of rural delivery by star routes.

Mr. KEIFER. I understood the statement you just repeated. That was very clear. I have been trying to find out whether they had anything that was at all comparable with our system of delivering mail frequently through the rural regions of Canada.

Mr. GARDNER of New Jersey. Nothing that they call a rural delivery system.

Mr. KEIFER. Is it the equivalent of ours in any way?

Mr. GARDNER of New Jersey. Well, perhaps as nearly equivalent as the delivery and the taking up of letters by our star-route carriers could do.

Mr. MURDOCK. I want to ask the gentleman this: Second-class publications in the United States go at 1 cent a pound. In Canada they go at one-fourth of a cent a pound, and for a considerable period our publications going into Canada went at one-fourth of a cent a pound—

Mr. GARDNER of New Jersey. That was for a very short period.

Mr. MURDOCK. That was for a very short period. After an interim Canada then placed a rate of 4 cents a pound on American publications reaching Canada. Now, is it any part of the Canadian system, in your judgment, to build up that system by the low-class rate of one-fourth of a cent a pound?

Mr. GARDNER of New Jersey. Mr. Chairman, I suppose we are not at liberty here to ask the stenographer to lift his pencil. Canada has two motives unquestionably. One is to foster within Canada such literature as she wants, and the other is to exclude from Canada such literature as their chief postal official thinks Canada does not want by a prohibitive postage rate—

Mr. FASSETT. The discrimination is 16 to 1, which is Democratic. [Laughter.]

Mr. MURDOCK. Mr. Chairman, as I understand it, the postmaster-general of Canada does not differentiate between the character of publications, but that all American magazines, for instance, would be charged at the rate of 4 cents a pound. That is true, is it not?

Mr. GARDNER of New Jersey. They can all go in at 4 cents a pound; but the postmaster-general of Canada may admit any foreign publication he pleases to the second-class rate in Canada.

Mr. BENNET of New York. He has plenary powers, has he? Mr. GARDNER of New Jersey. I understood so.

Mr. FASSETT. If you are through with your speech, I should be very glad if you would illuminate the RECORD on something about the fact that express charges are hardly comparable to mail charges.

Mr. GARDNER of New Jersey. We will take that up "by request." You see, I have no notes.

I have said, Mr. Chairman, that it is my opinion—and I think I have a right to it—that railway-mail pay here in the United States is less, on any fair basis of computation, than it is anywhere else in the world.

After all this Canada \$800,000 surplus that was to dazzle and blind us by being thrown suddenly in our faces, we hear Uncle Sam is paying more than the express companies for these cars. Take a 20-mile route on an apartment car carrying 100 pounds of mail, \$42.50 per track-mile per annum. They pay to the railroad companies \$8.50 per annum. Well, if you compute that on the basis of 100 pounds of mail, of course it is very high; but if you compute it on a basis of space in the car, why equally, of course, it is ridiculously low.

A dealer asked me last winter why he could not get as good treatment in the cars as Uncle Sam. I said, "What do you mean?" "Why," he said, as he figured it out, "the Government is paying \$2.58 a day for this space. I will pay \$8 a day for it." I asked, "What do you want with it?" He said, "I want to send poultry and truck in it in the morning, and to bring something back in the evening—material that would command a very low rate of freight." [Laughter.] Take the railway-mail matter, Mr. Chairman. Assume that we put in a car 5,000 pounds of mail and six men to work it. Run it to Chicago; it makes \$230 plus \$5.50—\$235.50. Well, we will say \$235. That is about what it would amount to. The rate to Chicago for passengers is \$17.50 each. Take a passenger car with 13 or 14 passengers only, or one-third full; it yields more money than the mail car pays. If there is an express car on the train holding, say, 8 tons, much of it may be magazines and heavy matter, which are taken very cheaply. A package comes down that contains milady's hat, and it doubtless pays 35 cents a pound, perhaps 50 cents. If there be some valuable papers on which a high value is set, they pay four, five, or six dollars a pound. If there is money in there and the bills are large enough, it is paying several thousand dollars a pound, and so on. When the car is made up, it is a ridiculously low assumption to state that the average rate of the stuff in the car will be 3½ cents a pound. Three and one-half cents a pound would be about \$560; 60 per cent, \$336; \$41 more than the railway postal car pays to the railroad.

Mr. FURNES. Right there I would like to ask the gentleman a question on the express car and the mail car. The express car will earn more money than the mail car. But whatever there is in the express car the companies will be liable for because of fire, theft, or negligence. Now, what represents the compensation in that respect concerning the railway mails?

Mr. GARDNER of New Jersey. The car has in it six men in the government employ. Working on their feet, they are more likely than the rest to be injured. They claim a right to additional salary on that account, and they have the same claim of liability that is given to a passenger in the parlor car against the company.

Mr. FURNES. I admit, then, their liability is greater concerning the mail car.

Mr. GARDNER of New Jersey. Mr. Chairman, if there is any reasonable basis or any reasonable comparison on which to figure down this railway-mail pay, I am looking for it, and the first gentleman that feels that he is possessed of it I hope will share his treasure with me.

Mr. STEPHENS of Texas. Will the gentleman allow me to ask him a question?

Mr. GARDNER of New Jersey. Yes.

Mr. STEPHENS of Texas. It is charged that they carry heavy freight, such as the magazines you have mentioned, and also daily papers, at one-half a cent a pound by express, while they charge the United States Post-office for carrying the mail 1 cent a pound. Why that difference?

Mr. GARDNER of New Jersey. Before I could answer why there was the difference, the difference would have to be established. The testimony of the gentlemen interested represents that they make special contracts with the railroad, not with the express companies, as I understand it—

Mr. FASSETT. That was for the New York World?

Mr. STEPHENS of Texas. Extra issues.

Mr. FASSETT. They make contracts with the railroad, not the express companies.

Mr. GARDNER of New Jersey. The contracts are made directly with the railroads, and for carloads or large weights. Now, a cent a pound is \$20 a ton, which is a high rate for that kind of business.

Mr. STEPHENS of Texas. I do not know how it is. I am not a member of the gentleman's committee and have not been present at the hearing. These are only statements that I gather from the newspapers. It is stated that express charges are about half the post-office charge on the same papers, carried over the same road on the same train, the only difference being that one is an express car and the other is a mail car.

Mr. GARDNER of New Jersey. Take up that statement and

let us see what it means. It just illustrates what I was trying to state awhile ago, that these things are made up on averages. A car is down here at the Union Depot, for instance, going to New York. There is a quantity of newspapers to go. They are packed tightly, and they make heavy packages, which go at a low rate. There is a quantity of magazines to go. I have no doubt they go at a cent a pound. Then comes a box of dry goods at a very much higher rate. Then comes a package of millinery at a very much higher rate; so that when that carload of stuff is made up the average price on it is many per cent of what they charge for hauling the mail.

[The time of Mr. GARDNER of New Jersey having expired, Mr. WEEKS yielded to him five minutes more.]

Mr. GARDNER of New Jersey. Mr. Chairman, unaware until recently that this turmoil was to be raised, or that there was to be a comparison between our system and other systems, or that we were to be asked to locate specifically the sources of our deficit as compared with the Canadian system, nobody had notice enough to give necessary time to the foreign reports, which are much more blind than ours, and deduce from them an accurate conclusion, to which the House would be fairly entitled if accurate information were necessary. But I have found enough, as I think, to satisfy us that while it may not be all that it ought to be, we have the best administered postal service extant. We have individual officials, if we can judge by their reports, who know more about the details of the service than the individuals who make the reports found in the pamphlets of other governments. Nevertheless I would like to see this postal service reorganized in a sense.

I have no doubt that we are making millions annually on first-class matter which we are dissipating on other matter. Whether anybody thinks of raising the rates on any class of matter is not in the question at this time; but we ought to know where the profits that we make on some matter are being expended; because, as I said in the beginning, sooner or later, and the time is not so far ahead, that question must be met. If at the end of three decades the increase shall have been as rapid as it has been in the last three the deficit of \$17,000,000 will have grown to \$100,000,000, and a deficit of \$100,000,000 will be a vital matter. Gentlemen say that if there is going to be a change in the rates there must be a time for interests to be adjusted to it. I am not here this afternoon asking for a change of rates, but I do want the investigations to go on until a substantial agreement can be reached as to just where the earned millions are dissipated, so that when the matter becomes serious and we are compelled to take notice of it we will not have to proceed to the discovery of just where the difficulty lies while the deficit is growing. [Applause.]

Mr. WEEKS. I yield to the gentleman from Alabama [Mr. UNDERWOOD] forty minutes.

Mr. UNDERWOOD. Mr. Chairman—

We believe in the upbuilding of the American merchant marine, without new or additional burdens upon the people and without bounties from the Public Treasury.

Thus spoke the representatives of the Democratic voters of the United States in the convention at Denver, Colo., in 1908, when they gave to the country as the exponent of their faith the national Democratic platform.

Shall the Representatives in Congress holding allegiance to the Democratic party keep the faith and redeem the pledge? If so, how can the upbuilding of the American merchant marine be accomplished without new or additional burdens upon the people and without bounties from the Public Treasury? Let us follow in the footsteps of the fathers of our party and we will find the way.

A convention called at Annapolis shortly after the close of the Revolutionary war for the purpose of devising ways and means by which the colonies could protect the commerce and shipping interest of the newborn Republic was the first move toward the adoption of the Constitution of the United States, and from this convention ultimately sprung the constitutional convention that gave to our country the greatest written constitution ever conceived by man for the organization of free governments, so that it can be justly said that the encouragement of American shipping and American commerce was one of the foundation stones of our Republic.

No question outranked in importance the fostering care of our commerce in the first Congresses of the United States. The building of American ships and the development of our foreign commerce for years has been discussed from many and varied standpoints. When we consider the building up of the American merchant marine we naturally ask the question, Is it worth while, and if it is worth while, what are the benefits to be obtained? Almost before the dawn of civilization nations were fighting for trade, and it has always been recognized that

a favorable balance of trade was a vital factor in the commercial life of nations to be contended for by all. A country may maintain the balance of commerce in its favor by its export of commodities produced at home, either agricultural or manufacturing; or it may maintain a balance in its favor by reason of the work done by it for other nations. England, Norway, Germany, and France are great carriers of commerce for others than themselves. They annually have an adverse balance of trade against them amounting to hundreds of millions of dollars, but as great as this adverse balance of trade is, they easily pay it by carrying in their ships the products of other nations. Without their earnings from their ships they could not for any length of time continue their present excessive importation of commodities from other lands.

Transportation must be balanced as well as trade, either by trade, by transportation, or by the exchange of precious metals, securities or investments. It has been recognized universally that a country that settles its balance of commerce in gold must ultimately become a decadent nation, poorer and poorer as the years go by.

Our early statesmen, recognizing this fact, contended for fair commerce between the colonies and foreign nations. Benjamin Franklin stated:

Fair commerce is where equal values are exchanged for equal, the expenses of transportation included. Thus, if it cost A in England as much labor and charge to raise a bushel of wheat as it cost B in France to produce 4 gallons of wine, then are 4 gallons of wine the fair exchange for a bushel of wheat, A and B meeting at half distance with their commodities to make the exchange. The advantage of this commerce is that each party increases the number of his enjoyments, having instead of wheat alone and wine alone the use of both wheat and wine.

The balance of commerce in its trade relations with other countries is largely the determining factor in the life of a nation, that ascertains whether it shall be rich or poor, weak or strong, dependent or independent. Shipless trading nations are constantly in foreign debt and often in financial straits.

The preponderance of exports over imports may fix the balance of trade in a nation's favor; nevertheless, if some other nation is carrying its commerce, the cost of transportation being paid to the foreigner, the balance of commerce often is left in favor of the foreign nation and must be paid in gold or its equivalent. Let us not forget that commerce consists of transportation as well as trade. The freight charge becomes a part of the value of the cargo; whether it is credited to the side of the imports or the exports depends on whether the ship is foreign or domestic. Our own ships carrying goods abroad increases our credit there; our own ships bringing goods home saves in debt here. It is of equal importance that the charge for transportation should be equally balanced as that the trade balance should be in our favor. Where two countries do an equal amount of the carrying trade between them, a balancing of the imports and exports may show the debtor and creditor side of their trade condition, but where one is doing a preponderance of the transportation, that must be taken into the reckoning before a true balance of the account can be ascertained.

This is illustrated from the history of our own commercial transactions. The first favorable balance of commerce, of 66 cents per capita, occurred in 1793, four years after the inauguration of the Government. Our trade balances, as shown by the imports and exports, were adverse to the extent of \$1.18 per capita, but transportation being in our favor to the extent of \$1.84 per capita, left us on the credit side of the national ledger. The first favorable balance of trade, that is of imports and exports, did not happen until 1811, and was largely induced by conditions growing out of the threatened war with England, but up to that time the balance of commerce had been largely in our favor, due to the earnings of our ships in the carrying trade. The greatest excess of transportation per capita that our country has ever experienced was in 1807, when it amounted to \$6.90 per capita. That year our exports were \$16.25 per capita and our imports \$20.78 per capita, which left a balance of trade against us, but our earnings on the sea converted an adverse balance of trade to a favorable balance of commerce to the extent of \$2.37 per capita. For the first half century of our Government our shipping interest by its earnings secured for us a balance of commerce in our favor, but after the decline of the American shipping interest had once begun we have had a balance of commerce against us with very rare exceptions, notwithstanding the fact that in many years the balance of trade has been favorable, by reason of the exports being in excess of our imports.

From 1862 to 1896 we had 25 favorable balances of trade, but 9 of these were converted to adverse balances after paying our transportation charges, reducing our favorable balances of commerce to 16, as against 28 for foreign benefit, in spite of ample exports and a high protective tariff that restricted importa-

tions as far as possible. These adverse balances were largely paid in bullion. I find in the statistics of the movement in gold and silver coin and bullion for thirty-three years prior to 1896 that there was a net export of precious metals to the amount of \$1,366,755,000 toward the payment of our adverse balances, a dangerous condition for even the strongest and wealthiest of nations to continue in, and yet during all these years that the Republican party has controlled the Government absolutely nothing has been done to correct the evil of shipping our basic money abroad, to discharge adverse balances of transportation recurring from year to year, caused by the absence of an adequate merchant marine.

The importance of a merchant marine to our country was clearly expressed by Thomas Jefferson, then Secretary of State under George Washington in 1791, when he said that "the marketing of our products will be at the mercy of any nation which has possessed itself exclusively of the means of carrying them, and our politics may be influenced by those who command our commerce." This statement, made nearly one hundred and twenty years ago, is prophetic of our present condition. Foreign governments are almost exclusively possessed of our foreign carrying trade, and, to a large extent, the arrangement of their shipping routes has excluded our commerce from the markets of South America and will continue to do so as long as present conditions remain.

Since the civil war the Republican party has had either absolute or partial control of the Government, except for two years during the first half of the second Cleveland administration. In this period of nearly sixty years nothing has been done toward building up our carrying trade or restoring it to the position it occupied in the first half century after the organization of the Government. In 1860 our carriage in American vessels of imports amounted to 60 per cent and of exports to 72 per cent, or an average of 66 per cent of American commerce carried in American ships; to-day the American commerce carried in American ships averages about 9 per cent. During the life of the Republican party it has placed on the statute books what is known as the act of March 3, 1891, which provides for a mail-contract subsidy, providing bounties for certain ships carrying the mail of the United States. As our shipping has decreased to a very large extent since the passage of this act, this fact has demonstrated that the act was not an effective remedy for existing evils. It has also enacted into law a pretended discriminating tariff against foreign ships, which under its terms became inoperative at once. All the legislation it has ever passed has been ineffective and barren of results, so far as our merchant marine and foreign commerce is concerned.

The Republican party now again proposes a mail-contract subsidy to relieve the situation, but this proposition is sure to be as ineffective and barren of results as the law passed in 1891. A few million dollars paid by way of subsidy to favored ships can not possibly build up an American merchant marine or change the channels of commerce along the lines most beneficial to the American export trade.

Senator Hanna, of Ohio, realizing that if bounties were paid American ships to carry American commerce they must be large enough to become effective, introduced and advocated for the Republican party a ship-subsidy proposition at the beginning of this century. The bill was known as the "Hanna-Payne bill," and provided that the compensation paid to American ships should be as follows:

1. Upon gross tonnage.
2. For mileage sailed both outward and homeward bound.
3. To all vessels engaged in trade between our own and foreign countries.
4. According to speed, the rate per ton to certain vessels with ability to speed over 14 knots was increased proportionately.

It was claimed by the advocates of this bill that the terms of the bill were as low as feasible, if success might be hoped for. Sailing vessels of less speed than 14 knots were to be compensated at the lowest rate, namely:

One and one-half cents per each gross ton for each 100 miles for the first 1,500 miles sailed, both outward and homeward bound, and 1 cent per gross ton for each 100 miles over 1,500 miles sailed, both outward and homeward bound.

Additional rates were payable to certain steamers that could sail faster than 14 knots an hour. It was computed that the average voyage in our foreign trade is about 3,756 miles, and that for the average ship the compensation would amount to 82.62 cents per ton for its gross tonnage. It was further estimated that for the year 1900 the inward and the outward movement of the foreign trade of the United States in vessels would be about 48,751,333 tons. Under these circumstances, if American commerce had all been carried in American ships, the subsidy for that year to be paid out of the

Treasury would have amounted to over \$40,000,000, and with the increased commerce in the last ten years, if the bill had passed and been placed on the statute books, the amount paid out of the Federal Treasury up to date would have amounted to more than one-half of the national debt of the United States. These figures so alarmed the proponents of the bill that they ultimately limited the amount that could be expended under its terms to \$9,000,000 a year, but this proposition, of course, was illogical; \$9,000,000 a year would only have carried one-fourth or one-fifth of our foreign commerce, one-half would have been paid to ships already in commission engaged in the foreign carrying trade, and the total increase under the terms of the bill of American ships in the foreign carrying trade would have been only one-tenth of the whole.

If it were a good thing to pay \$9,000,000 to increase our carrying trade one-tenth, the logic of the argument would carry us to the conclusion that it would have been a good thing to have paid sufficient subsidy to enable American ships to carry our entire commerce. The amount of the bounty to be paid out of the Federal Treasury, and the fact that the bill was more in the interest of shipbuilders than of foreign commerce, as under its terms a ship would receive its bounty for each voyage whether it carried a cargo or not, demonstrated so conclusively the ineffectiveness of the bill that the Republican party could not be united in favor of it, so it fell of its own weight.

Surely if it would have taken \$40,000,000 under a system of bounties and subsidies to restore the American ships to the control of our foreign carrying trade in 1900, a mail-subsidy contract providing for an appropriation of a few millions could not possibly be effective at this time, and the only result of the passage of such a bill would be to pay an additional subsidy to ships already in commission, without increasing our present fleet to an appreciable extent.

The greatest objection to this form of legislation is that when you make a direct appropriation from the taxes gathered from the people to build up special interests, there is no defining where the line will ultimately be drawn; for if we can tax the people to subsidize one man's business, we can tax them to pay tribute to another. It is a most dangerous proposition to contend for. The Constitution of the United States contemplated the raising of taxes for specific governmental purposes, such as the maintenance of the courts and the building of the navy, but clearly did not contemplate, within the limited powers granted by the States to the Federal Government, the right to subsidize special interests out of the Federal Treasury.

This proposition was stated very clearly by James Madison in a speech in Congress on a bill to grant bounties to deep-sea fisheries. Mr. Madison said:

Several arguments have been advanced to show that because, in the regulation of trade, indirect and eventual encouragement is given to manufactures, therefore Congress has power to give money in direct bounties or to grant it in any other way that would answer the same purpose. But surely, sir, there is a great and obvious difference, which it can not be necessary to enlarge upon.

A duty laid on imported implements of husbandry would, in its operation, be an indirect tax on exported produce; but will any one say that, by virtue of a mere power to lay duties on imports, Congress may go directly to the produce or implements of agriculture or to the articles imported?

It is true duties on exports are expressly prohibited; but if there were no article forbidding them, a power directly to tax exports could never be deduced from a power to tax imports, although such power might directly and incidentally affect exports.

In short, sir, without going further into the subject, which I should not have here touched on at all but for the reasons already mentioned, I venture to declare it as my opinion that were the power of Congress to be established in the latitude contended for, it would subvert the very foundation and transmute the very nature of the limited government by the people of America; and what inferences might be drawn and what consequences ensue from such a step, it is incumbent on us all well to consider.

In other words, an indirect benefit may arise to special interests by reason of the power to levy taxes, such as the incidental protection that may come from levying a duty on foreign imports coming into this country; but the fact that Congress is authorized to levy taxes, and that thereby some special interests derive a benefit from levying these taxes, does not by any means authorize the collection of taxes and the paying of the money collected out to special interests, no matter how worthy the purpose of the appropriation may be.

Many of the men who were members of the Constitutional Convention were Members of the first Congresses of the United States. These Congresses were greatly interested in the development and building up of our merchant marine and the control of our foreign trade. No men understood better the limitations of the powers of Congress than the men who served in the Senate and the House of Representatives in the early history of our Government, and it is interesting to note the policy they pursued and the course they followed to produce the desired results. The first bill enacted by the Congress after it

assembled was the tariff act of July 4, 1789. Section 5 of that act reads as follows:

Sec. 5. And be it further enacted by the authority aforesaid, that a discount of 10 per cent on all the duties imposed by this act shall be allowed on such goods, wares, and merchandises as shall be imported in vessels built in the United States and which shall be wholly the property of a citizen or citizens thereof, or in vessels built in foreign countries, and on the 16th day of May last wholly the property of a citizen of the United States, and so continuing until the time of importation.

From this it will be seen that a discriminating duty by way of discount of 10 per cent was given on all goods imported into the United States in American ships owned by American citizens. James Madison, the father of the Constitution of the United States, was in charge of the bill, and the logic and force of his great intellect was in favor of the adoption of the discriminating duty in favor of American ships.

A few years later the tariff act of August 10, 1790, was passed, and section 2 of this act reads as follows:

Sec. 2. And be it further enacted, that an addition of 10 per cent shall be made to the several rates of duties above specified and imposed in respect to all goods, wares, and merchandise which after the said last day of December next shall be imported in ships or vessels not of the United States, except in the cases in which an additional duty is herebefore specially laid on any goods, wares, or merchandise which shall be imported in such ships or vessels.

From this law it will be seen that the discriminating duty was still continued in force, but was changed from a discount of 10 per cent on goods coming in American vessels to an additional duty of 10 per cent on goods imported in foreign vessels.

These discriminating tariff duties were again enacted in the act of June 7, 1794, and again in the tariff act of January 29, 1795, and again in the tariff act of May 11, 1800. The tariff act of March 12, 1804, section 3, reads as follows:

Sec. 3. And be it further enacted, That an addition of 10 per cent shall be made to the several rates of duties above specified and imposed in respect to all such goods, wares, and merchandise as aforesaid as shall, after the said 30th day of June, be imported in ships or vessels not of the United States.

It is worthy of note that this bill was passed in the administration of Mr. Jefferson, was signed by him when it became a law, and carried his approval of a discriminating duty of an additional 10 per cent levied on all goods imported into this country in foreign ships for the purpose of upbuilding the American merchant marine.

Practically the same law was reenacted in the tariff act of July 1, 1812, and again reenacted in the tariff act of February 25, 1813, when James Madison was President of the United States, and received his approval, as did the first discriminating duty passed by the First Congress. These discriminating duties in favor of the American ship and the upbuilding of our foreign commerce were advocated, proposed, and enacted into law by the founders of the Democratic party. Our statesmen advocated the enactment of this legislation both as a matter of principle and as a good business and governmental policy. The wisdom of their laws was demonstrated by the results obtained. Such was the purpose and good effect of these acts of Congress that from 1789 to 1794, a period of seven years, the carrying of foreign imports in American ships rose from about 17 per cent to 94 per cent, and the exports of all American goods in American ships during that same period rose from about 30 per cent to 90 per cent, until the war of 1812, when it fell to an average of 55 per cent, but fully recovered in six years and culminated at an average of 92½ per cent in 1826.

At this time a suspension of the discriminating duties in favor of the American ships was recommended by the President, and in 1828 an act for this purpose was passed, which I will now read:

That upon satisfactory evidence being given to the President of the United States by the government of any foreign nation that no discriminating duties of tonnage or impost are imposed or levied in the ports of said nation upon vessels wholly belonging to citizens of the United States, or upon the produce, manufacture, or merchandise imported in the same from the United States or from any foreign country, the President is hereby authorized to issue his proclamation declaring that the foreign discriminating duties of tonnage and impost within the United States are and shall be suspended and discontinued, so far as respects the vessels of the said foreign nation and the produce, manufactures, and merchandise imported into the United States in the same from the said foreign nation or from any other country, the said suspension to take effect from the time of such notification being given to the President of the United States and to continue so long as the reciprocal exemption of vessels belonging to citizens of the United States and their cargoes as aforesaid shall be continued, and no longer.

The new policy was admitted as experimental, but it was contended that if it should not work as expected and a loss of carrying trade should follow, then Congress could repeal the conventions made under its terms and reinstate the old system. The passage of the bill proved the undoing of the merchant marine, and the policy it inaugurated has never been changed.

Shipping nations were not honest enough between themselves for the application of free-trade principles in navigation, and most of our rivals while professing to practice a policy of non-

discrimination against American ships, acted unfairly and resorted to some form of ship protection, either by granting subsidies or bounties or by adopting other methods of discrimination against American ships.

Great Britain did not avail itself of the benefits of the law of 1828 until 1850, and in twelve years thereafter we had lost 21 per cent of our carrying trade. This brought us up to the period of the civil war, and shows conclusively that it was not war conditions alone that destroyed our merchant marine, but the change of policy on the part of our Government had commenced its destruction before the war period was reached. Under these circumstances it seems clear to me that the constitutional and effective way to restore the American ships to the seas and carry American commerce in American bottoms is to return to the policy of the fathers and for the Congress to adopt again a discriminating duty in favor of American ships.

A reduction of the tariff of 5 per cent on all goods imported into the United States in American ships would give the American shipowner an advantage over the foreign shipowner in payment of duties of from ten to fifteen millions of dollars annually. This would not fall as a burden on anyone; it, of course, would enable the American shipowner to charge nearly the amount of the discriminating duty as additional freight rates, but it would not increase the cost of goods imported in this country a dollar over what they are to-day. It would not take a dollar out of the Federal Treasury, and, in my judgment, it is the only effective remedy that can be adopted toward building up the merchant marine of our country, and keep the profits that are derived from the transportation of our foreign commerce at home instead of paying it to foreign nations. The only objection that I have heard urged to this policy has been that it would be in violation of our foreign treaties, and that we could not afford to endanger our trade relations with foreign countries in this way.

I hold in my hand a pamphlet that has been issued by William W. Bates, president of the Shipping Association of America, and at one time Chief of the Bureau of Navigation, then a bureau in the Treasury Department, but now in the Department of Commerce and Labor. There is no man in America better advised and informed on these questions than Mr. Bates, and I read you what he says as to how far conventions made under the act of 1828 are effective and control our actions to-day:

It is supposed by some who are friends of our marine, and others who are not, that certain conventions, which some term treaties and others think are commercial covenants, stand in the way of reviving our early policy of trade regulations. They take it that our early policy was abandoned, and that foreign nations have acquired the rights that we relinquished. These notions are mistaken. The "conventions" were made for nothing else than the mutual suspension of ship protection, then generally secured by trade regulations. In making these agreements our early policy was not abandoned, only temporarily and conditionally "suspended" (that is the word in the act) as to such nations as would reciprocate for a term of years—generally ten. With respect to other nations, our primal policy is in full force to-day. Only twenty-two nations are now excepted from our regulations as they stood in 1828. Several nations—such as Brazil, Peru, Nicaragua, and Venezuela—have terminated their conventions with us, without at all disturbing their trade relations. We had a commercial convention with England (1854-1864) for trade reciprocity with Canada, which we terminated in 1865 without injuring our trade relations in the least.

We relinquished no rights whatever by granting a privilege for a term of years. On the contrary it may be contended that our rights on the sea, and to the regulation of our trade, were confirmed by every nation that made a convention with us—for a privilege to bring to our ports ships and cargoes from their own and other countries free of discriminating duties. The conventions merely made exceptions to our permanent law. The right to terminate the conventions, after the expiration of the term fixed, was reserved by stipulation to each party, and the exercise of this right can not be questioned by either party, nor can other parties offer valid objections.

However, there are some to whom these facts should be common knowledge, who ask whether the termination of our "maritime reciprocity conventions" (not treaties) "would not mean the tearing up of our trade relations with the rest of the world?" The answer is, most decidedly, "No!" Trade relations are not at all concerned. Our trade relations were established with foreign nations long before any of these "conventions" were made. They are like a coverlet to a bed—that may be left on or laid off.

We have a just cause of action against these conventions. Under them, and owing to them, our foreign carrying trade has been lost. Other nations have gained it from us. Doubtless they believe in them, because our hands are tied from using against them the only protection possible under our Constitution; but why any American feels like longer tolerating them seems strange indeed. With the conventions terminated the argument for the safety of trade relations would vanish, since it has no more weight than a summer cloud.

Besides, in point of fact, our rivals have paid no attention to the spirit and true object of these conventions—the doing without ship protection. On the contrary, all of them have resorted to protective devices of some sort. Devices such as some substitute for trade regulations are impossible of application in the United States. The truth is that our foreign carrying trade needs more protection than that of any foreign nation, and Congress must be perfectly free to make it into law; to provide a defense against the advantages and adverse devices of foreign nations, and to secure in perpetuity for our commerce the services of an adequate American marine.

These conventions, save one, with two years remaining, have long since run out their time. They were based on "reciprocity," but we

have now no ships, and reciprocity has vanished. No longer is there a pretense of equity or usefulness in them. While they continue there seems to be the shadow of an excuse for calling on Congress for "ship subsidy"—as compensation for their injurious action.

Some have advanced the idea that termination of these conventions would cause retaliation of some sort. That would be unjustifiable. It would be very uncivil treatment, a manifestation of malice, a breach of the peace. It would challenge our freedom, our courage, and our pride. It would mean war, with its "horrid front." It would mean a merchant marine with the return of peace—unless the Republic shall go down in defeat. We are a free Nation, and it is known that we can and will defend our rights, our honor, and our national life. The idea of "retaliation" because we act within our rights to regain our place on the sea—what is it? Nothing but a foolish appeal to cowardice. There will be no "retaliation" until the nations have lost their senses. Tell the world that we, Americans, dare not by proper legislation recover our lost place as a shipping nation if you will, but there is no brave nation governed by rulers so simple as to believe it. Only the fearful among the politicians of our own Nation would be such simpletons.

As stated by Mr. Bates, it is clear that there are no treaties that stand in our way to prevent us from enacting a discriminating tariff duty in favor of American ships. It was the policy of the fathers; it built up our merchant marine from a point where it was carrying 17 per cent of our commerce to a point where it was carrying 90 per cent of American commerce in a period of seven years. It does not place additional burdens on the people; it is not a policy of doubtful constitutionality; it is a policy that has been tried and proven effective. It is a policy by which we can restore the American flag to the seas and the American ships to our commercial trade. It is a policy that will enable us to build up the export trade of the American people. It is a policy that will enable us to find foreign markets for our surplus products in agriculture and manufacture. It is a policy that will restore the balance of commerce as well as trade to our Nation. It is a policy that will ultimately overcome the necessity of our paying a foreign balance in gold to European nations and will bring prosperity to all lines of industry. [Applause on the Democratic side.]

Mr. MOON of Tennessee. Mr. Chairman, I now yield twenty minutes to the gentleman from Ohio [Mr. TOU VELLE].

Mr. TOU VELLE. Mr. Chairman, in the second session of the Sixtieth Congress I introduced H. R. 28071, to prohibit the Post-Office Department from printing certain matter on stamped envelopes. Said bill was reintroduced in the first session of the Sixty-first Congress as H. R. 3075, and is as follows:

Be it enacted, etc., That from and after the approval of this act it shall be unlawful for the Post-Office Department, or any officer, head of bureau, or chief of division thereof, to print or have printed, or sell or offer to sell, any stamped envelope bearing upon it a printed direction giving the name of any individual, firm, or company, or any number of any post-office box or drawer, or any street number, or the name of any building to which it shall be returned if uncalled for or undelivered: *Provided*, That this shall not apply to those envelopes printed with a return card left blank, as to name, address, box, drawer, street number, or building, and which only give the name of the town or city, with the State, District, or Territory.

As reported by the House Committee on the Post-Office and Post-Roads February 18, 1910 (Report No. 498), the substance of this bill appears as a proviso in the annual appropriation bill. The same language is used, except that instead of taking effect "from and after approval," it is to be in force "from and after June 30, 1911," in order not to interfere with the existing contract with the manufacturer of stamped envelopes.

The Government has printed special-request envelopes since 1865. They are not printed in government printing offices, as is sometimes assumed, but by the corporation that manufactures stamped envelopes.

No profit is to be derived by the Government. The Statutes of the United States, Supplement 1, page 110, section 114, provide that—

No stamped envelopes or newspaper wrappers shall be sold by the Post-Office Department at less—in addition to the regular postage—than the cost, including all salaries, clerk hire, and other expenses connected therewith.

This provision is construed by the Postmaster-General, in an official statement, to require that—stamped envelopes be sold at cost of manufacture and distribution in addition to the postage value.

This is the manifest intent and purpose of the law.

It is claimed by the gentleman from Indiana [Mr. BARNHART], in his speech delivered on the 21st instant, that on envelopes of a certain size the Government loses 22 cents per thousand on each 1,000 distributed, in addition to the cost of the clerical work required to handle this business.

The Third Assistant Postmaster-General, in his annual report for the year ending June 30, 1909, makes the following statement:

Of the 1,509,626,246 stamped envelopes and newspaper wrappers issued in the fiscal year 1909, 1,027,474,889, or 68.06 per cent, were return-card "special-request" envelopes.

If there is only a slight loss on every thousand of these special-request envelopes, which are purchased in lots of 500

or more, the aggregate would be very great. The Government, under the present law, can not receive a profit arising from the sale of these envelopes, so that a claim of financial advantage can not be urged in support of the continuance of the system.

The arguments made to sustain the practice which this bill seeks to remedy, though undoubtedly urged in good faith, can be, I believe, successfully controverted. Let us first disabuse our minds of any misapprehension as to the scope and purpose of this bill.

No attack is made on the government stamped envelope. The utility of this device is acknowledged; its convenience to the people as well as its value in the mail service is freely admitted. There is no section or line in the bill which in any manner interferes with the production and distribution of the plain stamped envelope commonly used.

No attack is made on the general principle involved in the return request. The proviso of the proposed bill specifically enacts that—

This shall not apply to those envelopes printed with a return card left blank as to name, address, box, drawer, street number, or building, and which gives only the name of the town or city, with the State, district, or Territory.

The request for a return is a good thing, either written or printed.

We therefore recognize the fact not only that the stamped envelope is a necessary convenience and that its manufacture and sale must be controlled by the Post-Office Department, but we also realize that in many cases the printing of the blank corner card, specifically permitted by the proposed bill, is a convenience to the smaller user and of a sufficient advantage to the postal service to justify the manufacture and sale of envelopes so printed under public auspices. We deny, however, that there is any justification, either in principle or in policy, for the Post-Office Department to continue in competition with our local newspapers by offering to print without charge individual corner cards on stamped envelopes in quantities of 500 or upward.

The fact that the department, in the performance of its prescribed functions, enters into competition with other private enterprises furnishes no argument tending to establish the justice of its encroachment on private rights and privileges in this case.

When this practice of printing return requests without charge was inaugurated forty-five years ago, there may have been sufficient reason for it. The mail system was in its infancy, with only a fraction of the volume of business that it now enjoys; the methods of transportation, distribution, and delivery were crude; the public had very little conception of a rapid and efficient service; scarcely anybody took the trouble to write or print a request for the letter, if undelivered, to be returned to the writer; and the work of the Dead-Letter Office was undoubtedly swollen through the lack of this system.

But the system has now endured for forty-five years. The habit of using printed requests, whether furnished by the Government or private persons, has become well-nigh universal in business circles and would continue if the Government ceased to furnish them.

The private correspondence of the occasional letter writer, which furnishes almost the whole of the mail that goes to the Dead-Letter Office, is not now reached by this practice of which we complain, and will never be reached by it. They will never purchase stamped envelopes in lots of 500. If they use stamped envelopes with return cards, they purchase, and will continue to purchase, them at the post-offices, paying for them at the rate of \$10, \$5, and so forth, per thousand—in addition to the value of stamps—according to the number purchased.

The contention that the withdrawal of this free individual corner card-return privilege would fall most heavily upon the farmers, millers, creameries, lumbering firms, and other rural concerns is without force. It would be difficult to conceive of a farmer, or an industry of any of the classes mentioned, doing business enough to warrant the purchase of 500 stamped envelopes in one order so remote from a printing office as to experience inconvenience in placing an order for such envelopes as he needed.

The strongest argument offered by those who advocate the extension of government functions to compete with private enterprises is based on the claim that it is sometimes necessary to do this to break up a monopoly; but this practice by the Government of furnishing envelopes with a special individual request printed thereon free of charge to the purchaser has a direct adverse effect. It builds up a monopoly in the form of a government contractor with a plant so extensive that no one can bid against him on equal terms. It is true that the contract is awarded to the lowest bidder, but since the inauguration of the stamped envelope in 1865 it is understood that only two corporations have ever held the contract.

The present system destroys individual competition by the private printers, who would otherwise bid against each other to furnish the consumer with printed envelopes. This competition would guarantee the public against exorbitant charges, and at the same time furnish employment to citizens in towns and villages.

The country editors of the Nation perform in the aggregate more gratuitous public service and, when their power is concentrated, exert more beneficent and patriotic influence than all other classes of journals.

Trade hardly deems the busy day begun
Till his keen eye along the sheet has run;
The blooming daughter throws her needle by
And reads her schoolmate's marriage with a sigh;
While the grave mother puts her glasses on
And gives a tear to some old crony gone.
The preacher, too, his Sunday theme lays down,
To know what last new folly fills the town.

Yet the country newspapers, these recorders of local history, receive but a fraction of the compensation they richly earn. They submit patiently to varied forms of competition. City printers canvass for all the profitable jobs of the local business men—men whom the editors unselfishly serve; rural free delivery carries to their farmer subscribers the cheap city daily at nominal postage rates.

They are surrounded by many disheartening conditions, which are endured without murmur or complaint; but when the Government offers and furnishes free printing on stamped envelopes, which unnecessarily deprives them of a legitimate source of revenue, and when the Government by this practice derives no benefit, either financially or otherwise, they most respectfully, but emphatically, object.

We suggest to other workers and business men the reflection as to how they would feel if the Government unnecessarily introduced competition with them and supplied consumers with their goods at cost or less than cost. If the Government were a direct competitor of the manufacturers and dealers in other lines, selling to their consumer at cost or less than cost and using the mails without postage to take away their customers, with every postmaster an agent for this destructive competition, would these gentlemen submit to such an invasion of their private enterprise without making an effort, at least, to get relief?

The country editors are justified in asking help of other industries for two reasons: First, because they should be glad to assist fellow business men when suffering from injustice, and, second, because if this unnecessary tendency toward paternalism continues all forms of industrial enterprise may become involved.

Mr. Chairman, I believe that every Member of this House wants the newspapers in his district to have the right to compete for this business, and, so believing, ask their unanimous support for this change in the postal laws.

Mr. STEPHENS of Texas. Will the gentleman yield for a question?

Mr. TOU VELLE. Certainly.

Mr. STEPHENS of Texas. Is it not a fact that on the return blank they print the name of a corporation?

Mr. TOU VELLE. I think they can.

Mr. STEPHENS of Texas. Can they give the business of the private individual?

Mr. TOU VELLE. I do not think they can.

Mr. STEPHENS of Texas. I would like to ask the gentleman from Massachusetts, chairman of the committee, if they allow in this return the line of business of the individual to be stated?

Mr. WEEKS. I understand the return is limited to the request for the return, the name of the person, the street, town, and State.

Mr. TOU VELLE. But they can say it is a corporation—a bank, for instance.

Mr. WEEKS. I am not sure about that.

Mr. STEPHENS of Texas. I agree with the contention of the gentleman from Ohio. If it is permissible to advertise the man's business, under the practice, I think it is a reprehensible practice. I have been informed that the return cards can be printed in that way.

Mr. TOU VELLE. I do not think they give the business of the individual.

Mr. STEPHENS of Texas. But to put the name of the corporation on the return card advertises the corporation at that point.

Mr. TOU VELLE. It is my opinion that no one is permitted to put anything on the special-request envelope in the nature of an advertisement that will show the nature of the business unless the words showing the nature of the business or adver-

tisement be part of the incorporate name. Under this exception every corporation can advertise its business at government expense, as "Return to First National Bank, Third and Crown streets, Oswego, N. Y.;" "Return to the International Harvester Company," and so forth. These, I think, are advertisements and can be printed on special-request envelopes at government expense.

An individual can not have printed the "Return to Henry Johnson, merchant," or "John Smith, butcher."

I think this covers the question raised by the gentleman.

Mr. WEEKS. Mr. Chairman, I move that the committee do now rise.

The motion was agreed to.

Accordingly the committee determined to rise; and Mr. BENNET of New York having assumed the chair as Speaker pro tempore, Mr. LAWRENCE, Chairman of the Committee of the Whole House on the state of the Union, reported that that committee had had under consideration H. R. 21419, the post-office appropriation bill, and had directed him to report that it had come to no resolution thereon.

LEAVE OF ABSENCE.

Mr. WOODYARD, by unanimous consent, was given leave of absence for one week on account of important business.

ADJOURNMENT.

Mr. WEEKS. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to.

Accordingly (at 5 o'clock and 30 minutes p. m.) the House adjourned until Monday next at 12 o'clock noon.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of Rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

1. A letter from the assistant clerk of the Court of Claims, transmitting a copy of the dismissal by the court in the case of John H. Jackson against The United States (H. Doc. No. 727)—to the Committee on War Claims and ordered to be printed.

2. A letter from the Secretary of War, transmitting, with a letter from the Chief of Engineers, report of examination of Rainy Lake, Minnesota (H. Doc. No. 723)—to the Committee on Rivers and Harbors and ordered to be printed.

3. A letter from the assistant clerk of the Court of Claims, transmitting a copy of the dismissals by the court in the cases of Joel Mann and others against The United States (H. Doc. No. 728)—to the Committee on War Claims and ordered to be printed.

4. A letter from the Secretary of the Interior, transmitting, with a favorable recommendation, a draft of proposed legislation relating to Columbia Institution for the Deaf and Dumb (H. Doc. No. 724)—to the Committee on Education and ordered to be printed.

5. A letter from the Acting Secretary of the Treasury, transmitting a copy of a letter from the Treasurer of the United States relating to items of unavailable funds reported in his general account (H. Doc. No. 721)—to the Committee on Appropriations and ordered to be printed.

6. A letter from the Acting Secretary of the Treasury, transmitting a copy of a letter from the Public Printer submitting an estimate of appropriation for printing and binding (H. Doc. No. 722)—to the Committee on Appropriations and ordered to be printed.

7. A letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of Shedrack Pollard, sole heir of estate of Thornton Pollard, against The United States (H. Doc. No. 725)—to the Committee on War Claims and ordered to be printed.

8. A letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of Lee Robbins, administrator of estate of Jacob G. Robbins, against The United States (H. Doc. No. 726)—to the Committee on War Claims and ordered to be printed.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, bills and resolutions were severally reported from committees, delivered to the Clerk, and referred to the several calendars therein named, as follows:

Mr. DAWSON, from the Committee on Naval Affairs, to which was referred the bill of the House (H. R. 89) to reorganize and enlist the members of the United States Naval Academy Band,

reported the same with amendment, accompanied by a report (No. 564), which said bill and report were referred to the Committee of the Whole House on the state of the Union.

Mr. MCGUIRE of Oklahoma, from the Committee on Indian Affairs, to which was referred the bill of the House (H. R. 8914) to open to settlement and entry under the general provisions of the homestead laws of the United States certain lands in the State of Oklahoma, and for other purposes, reported the same with amendment, accompanied by a report (No. 574), which said bill and report were referred to the Committee of the Whole House on the state of the Union.

Mr. BURKE of South Dakota, from the Committee on Indian Affairs, to which was referred the bill of the House (H. R. 10321) for the relief of homestead settlers under the act of February 20, 1904, reported the same with amendment, accompanied by a report (No. 575), which said bill and report were referred to the Committee of the Whole House on the state of the Union.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, private bills and resolutions were severally reported from committees, delivered to the Clerk, and referred to the Committee of the Whole House, as follows:

Mr. GORDON, from the Committee on Military Affairs, to which was referred the bill of the House (H. R. 19505) for the relief of Eugene Martin, reported the same with amendment, accompanied by a report (No. 566), which said bill and report were referred to the Private Calendar.

Mr. TILSON, from the Committee on Military Affairs, to which was referred the bill of the House (H. R. 153) for the relief of Henry Mulvin, reported the same with amendment, accompanied by a report (No. 567), which said bill and report were referred to the Private Calendar.

He also, from the same committee, to which was referred the bill of the House (H. R. 18848) to amend the record of Joseph S. Oakley and grant him an honorable discharge, reported the same with amendment, accompanied by a report (No. 568), which said bill and report were referred to the Private Calendar.

Mr. LAW, from the Committee on War Claims, to which was referred the bill of the House (H. R. 21636) to provide for the payment of the claim of the Roman Catholic Church of Zamboanga, in the Philippine Islands, reported the same without amendment, accompanied by a report (No. 572), which said bill and report were referred to the Private Calendar.

He also, from the same committee, to which was referred the bill of the Senate (S. 2863) to provide for the payment of the claims of certain religious orders of the Roman Catholic Church in the Philippine Islands, reported the same without amendment, accompanied by a report (No. 573), which said bill and report were referred to the Private Calendar.

ADVERSE REPORTS.

Under clause 2 of Rule XIII, adverse reports were delivered to the Clerk and laid on the table, as follows:

Mr. LAW, from the Committee on War Claims, to which was referred the bill of the House (H. R. 5014) for the relief of William Goldsborough, reported the same adversely, accompanied by a report (No. 569), which said bill and report were laid on the table.

He also, from the same committee, to which was referred the bill of the House (H. R. 7467) for the relief of the heirs of Adolphus Feininger, reported the same adversely, accompanied by a report (No. 570), which said bill and report were laid on the table.

He also, from the same committee, to which was referred the bill of the House (H. R. 18909) for the relief of Dennis E. White, administrator of the estate of Buckner and Sarah Henderson, deceased, reported the same adversely, accompanied by a report (No. 571), which said bill and report were laid on the table.

CHANGE OF REFERENCE.

Under clause 2 of Rule XXII, committees were discharged from the consideration of the following bills, which were referred as follows:

A bill (H. R. 20565) granting a pension to Anna S. Anderson—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 21567) granting an increase of pension to Oscar B. Zartman—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 21723) granting an increase of pension to Thompson McL. Chambers—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

PUBLIC BILLS, RESOLUTIONS, AND MEMORIALS.

Under clause 3 of Rule XXII, bills, resolutions, and memorials of the following titles were introduced and severally referred as follows:

By Mr. ANDREWS: A bill (H. R. 21892) authorizing the Territory of New Mexico to sell and transfer certain school lands to the town of Gallup, McKinley County, N. Mex.—to the Committee on the Territories.

By Mr. MORGAN of Oklahoma: A bill (H. R. 21893) to authorize the issuing of bonds in certain cases to aid in the reclamation of arid and semiarid lands, and for other purposes—to the Committee on Ways and Means.

By Mr. CRAVENS: A bill (H. R. 21894) to exclude from Arkansas National Forest all lands within the county of Montgomery and restore same to public domain—to the Committee on the Public Lands.

By Mr. BROUSSARD: A bill (H. R. 21895) for the erection of a public building, to be used as a post-office, at Lafayette, La.—to the Committee on Public Buildings and Grounds.

By Mr. MAYNARD: A bill (H. R. 21896) authorizing the extension of Seventeenth, Evarts, and Bryant streets NE., in the District of Columbia—to the Committee on the District of Columbia.

By Mr. MONDELL: A bill (H. R. 21897) providing for an appropriation for an iron stairway from the foot to the summit of the Devil's Tower, in the Devil's Tower National Monument—to the Committee on Appropriations.

By Mr. HEFLIN: A bill (H. R. 21898) to appropriate \$500,000 for the purpose of carrying on demonstration work on public roads in the United States—to the Committee on Agriculture.

By Mr. COOPER of Pennsylvania: A bill (H. R. 21899) to provide for increasing the limit of cost of the public building authorized to be erected at Connellsville, Pa.—to the Committee on Public Buildings and Grounds.

By Mr. MONDELL: A bill (H. R. 21900) extending the provisions of the Carey Act to the desert lands of the ceded portion of the Shoshone or Wind River Indian Reservation in Wyoming—to the Committee on Indian Affairs.

By Mr. BARTHOLDT: A bill (H. R. 21901) to prevent the manufacture, sale, or transportation of adulterated or mislabeled white lead and mixed paint, and to prevent lead poisoning—to the Committee on Interstate and Foreign Commerce.

By Mr. SHERWOOD: A bill (H. R. 21902) to pension certain disabled veterans of the civil war—to the Committee on Invalid Pensions.

By Mr. CARTER (by request): A bill (H. R. 21903) for the establishment of a probation system in the United States courts, except in the District of Columbia—to the Committee on the Judiciary.

By Mr. HANNA: A bill (H. R. 21904) to authorize the survey and allotment of lands embraced within the limits of the Fort Berthold Indian Reservation, in the State of North Dakota, and the sale and disposition of a portion of the surplus lands after allotment, and making appropriation and provision to carry the same into effect—to the Committee on Indian Affairs.

By Mr. LUNDIN: A bill (H. R. 21998) to increase the limit of cost for the new public-building site for the West Side, Chicago, Ill.—to the Committee on Public Buildings and Grounds.

By Mr. ANTHONY: A bill (H. R. 21999) to amend an act granting pensions to certain enlisted men, soldiers and officers, who served in the civil war and the war with Mexico—to the Committee on Invalid Pensions.

By Mr. GORDON: Joint resolution (H. J. Res. 159) proposing an amendment to the Constitution of the United States—to the Committee on Election of President, Vice-President, and Representatives in Congress.

PRIVATE BILLS AND RESOLUTIONS.

Under clause 1 of Rule XXII, private bills and resolutions of the following titles were introduced and severally referred as follows:

By Mr. ANDERSON: A bill (H. R. 21905) granting an increase of pension to John Zedeker—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21906) granting an increase of pension to David Wertz—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21907) granting an increase of pension to Peter W. McIntyre—to the Committee on Invalid Pensions.

By Mr. ANSBERRY: A bill (H. R. 21908) granting an increase of pension to Harvey McConkey—to the Committee on Invalid Pensions.

By Mr. BARNARD: A bill (H. R. 21909) to provide compensation for injuries received by George F. O'Hair—to the Committee on Claims.

By Mr. BELL of Georgia: A bill (H. R. 21910) granting a pension to Toliver W. Corn—to the Committee on Pensions.

By Mr. BENNETT of Kentucky: A bill (H. R. 21911) granting an increase of pension to Watson E. Coleman—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21912) granting an increase of pension to James Patterson—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21913) granting an increase of pension to George W. Griffin—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21914) granting a pension to Herbert C. Alderson—to the Committee on Pensions.

Also, a bill (H. R. 21915) granting an increase of pension to James Boyd—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21916) granting an increase of pension to William M. Bagby—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21917) granting an increase of pension to Henry Presley—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21918) granting an increase of pension to William M. Glover—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21919) granting an increase of pension to George H. Skeens—to the Committee on Pensions.

Also, a bill (H. R. 21920) granting an increase of pension to James G. A. Middleton—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21921) granting a pension to Walter Scott—to the Committee on Pensions.

Also, a bill (H. R. 21922) granting an increase of pension to R. A. Hillman—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21923) granting a pension to Lewis Jordan—to the Committee on Pensions.

Also, a bill (H. R. 21924) for the relief of Henry L. Wood—to the Committee on Claims.

Also, a bill (H. R. 21925) to appropriate \$9,900 to Lawrence County, Ky.—to the Committee on War Claims.

By Mr. CAMERON: A bill (H. R. 21926) granting an increase of pension to Robert L. West—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21927) for the relief of John Miller—to the Committee on Claims.

By Mr. CANTRILL: A bill (H. R. 21928) granting a pension to Robert Mitchell—to the Committee on Invalid Pensions.

By Mr. CASSIDY: A bill (H. R. 21929) granting an increase of pension to Sebastian Glasstetter—to the Committee on Invalid Pensions.

By Mr. COOPER of Wisconsin: A bill (H. R. 21930) granting a pension to Beatrice G. Head—to the Committee on Invalid Pensions.

By Mr. COX of Ohio: A bill (H. R. 21931) granting a pension to Susan Chambers—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21932) granting a pension to John A. Kelly—to the Committee on Pensions.

Also, a bill (H. R. 21933) granting a pension to Mile Bean—to the Committee on Pensions.

Also, a bill (H. R. 21934) granting a pension to Payton Lacy—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21935) granting an increase of pension to Joseph D. Boyer—to the Committee on Pensions.

Also, a bill (H. R. 21936) granting an increase of pension to Danforth B. Thompson—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21937) granting an increase of pension to John Dauenhauer—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21938) granting an increase of pension to William J. Light—to the Committee on Pensions.

Also, a bill (H. R. 21939) granting an increase of pension to S. N. Burdsall—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21940) granting an increase of pension to John Barbeau—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21941) granting an increase of pension to Thomas W. Aylsworth—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21942) granting an increase of pension to Eli R. Westfall—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21943) granting an increase of pension to Eliza Peterson—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21944) granting an increase of pension to Richard McMahon—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21945) granting an increase of pension to Mitchell Johnson—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21946) granting an increase of pension to Francis Howard—to the Committee on Invalid Pensions.

By Mr. DENVER: A bill (H. R. 21947) granting an increase of pension to Samuel De Voss—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21948) granting an increase of pension to Phillip McCann—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21949) granting an increase of pension to Edwin Ayer—to the Committee on Invalid Pensions.

By Mr. GRAHAM of Illinois: A bill (H. R. 21950) removing the charge of desertion against William H. H. Edwards—to the Committee on Military Affairs.

By Mr. GOULDEN: A bill (H. R. 21951) granting a pension to Camille Dodge—to the Committee on Invalid Pensions.

By Mr. HAWLEY: A bill (H. R. 21952) granting an increase of pension to Caroline Leyman—to the Committee on Invalid Pensions.

By Mr. HOLLINGSWORTH: A bill (H. R. 21953) granting a pension to Hannah J. Alexander—to the Committee on Pensions.

By Mr. JAMES: A bill (H. R. 21954) to carry into effect the findings of the Court of Claims in the case of John M. Wilson, administrator of Joseph Wilson, deceased—to the Committee on War Claims.

By Mr. LANGHAM: A bill (H. R. 21955) granting a pension to Amanda F. Gray—to the Committee on Pensions.

By Mr. LINDBERGH: A bill (H. R. 21956) granting an increase of pension to Abraham K. Miller—to the Committee on Invalid Pensions.

By Mr. LUNDIN: A bill (H. R. 21957) granting a pension to Benson Bidwell—to the Committee on Invalid Pensions.

By Mr. MALBY: A bill (H. R. 21958) granting a pension to Zoa Boshaine—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21959) granting a pension to William G. Smith—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21960) granting an increase of pension to Charles E. Herrington—to the Committee on Pensions.

Also, a bill (H. R. 21961) granting an increase of pension to Gilford Matice—to the Committee on Invalid Pensions.

By Mr. MORGAN of Missouri: A bill (H. R. 21962) granting an increase of pension to Albert Yoder—to the Committee on Invalid Pensions.

By Mr. MORGAN of Oklahoma: A bill (H. R. 21963) granting an increase of pension to William H. Castleberry—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21964) granting an increase of pension to Benet Messer—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21965) for the relief of Mary Wind French—to the Committee on Private Land Claims.

By Mr. MOSS: A bill (H. R. 21966) for the relief of James M. Powell—to the Committee on Military Affairs.

By Mr. HENRY W. PALMER: A bill (H. R. 21967) granting a pension to Lucy Ann Warner—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21968) granting a pension to Rebecca Eldridge—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21969) granting a pension to Mary Spade—to the Committee on Invalid Pensions.

By Mr. PUJO: A bill (H. R. 21970) to carry into effect the findings of the Court of Claims in case of Emile E. Zimmer, administrator of estate of George Neck, sr., deceased—to the Committee on War Claims.

By Mr. RAINEY: A bill (H. R. 21971) for the relief of Robert Fielder—to the Committee on Military Affairs.

By Mr. RODENBERG: A bill (H. R. 21972), granting an increase of pension to Robert H. Church—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21973) granting an increase of pension to John W. Purnell—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21974) granting a pension to William H. Carpenter—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21975) granting an increase of pension to William R. Wright—to the Committee on Invalid Pensions.

By Mr. RUCKER of Colorado: A bill (H. R. 21976) granting an increase of pension to Gertrude E. Pershing—to the Committee on Pensions.

By Mr. SHARP: A bill (H. R. 21977) granting a pension to Austin L. Straub—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21978) granting an honorable discharge to John L. Holly—to the Committee on Invalid Pensions.

By Mr. SMITH of Michigan: A bill (H. R. 21979) granting an increase of pension to Washington L. Todd—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21980) granting an increase of pension to Eliza Taylor—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21981) granting a pension to Lucy Wells—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21982) granting an increase of pension to David H. Richardson—to the Committee on Invalid Pensions.

By Mr. SPERRY: A bill (H. R. 21983) granting an increase of pension to Wilson Allen—to the Committee on Invalid Pensions.

By Mr. STEPHENS of Texas: A bill (H. R. 21984) granting an increase of pension to James L. McDaniel—to the Committee on Invalid Pensions.

By Mr. SULLOWAY: A bill (H. R. 21985) granting an increase of pension to Thomas R. Cushing—to the Committee on Invalid Pensions.

By Mr. TAYLOR of Ohio: A bill (H. R. 21986) granting an increase of pension to Jacob Fisher—to the Committee on Invalid Pensions.

By Mr. THISTLEWOOD: A bill (H. R. 21987) granting an increase of pension to Gaston Q. McWaid—to the Committee on Invalid Pensions.

By Mr. TILSON: A bill (H. R. 21988) authorizing the payment to Dorence Atwater of compensation for services rendered the United States of America—to the Committee on Claims.

Also, a bill (H. R. 21989) granting an increase of pension to Margaret S. Kellett—to the Committee on Invalid Pensions.

By Mr. TOU VELLE: A bill (H. R. 21990) granting a pension to Mary L. Fowler—to the Committee on Invalid Pensions.

By Mr. WALLACE: A bill (H. R. 21991) to carry into effect the findings of the Court of Claims in the case of Joseph H. Bean, administrator of estate of Joseph Bean, deceased—to the Committee on War Claims.

By Mr. WEBB: A bill (H. R. 21992) granting an increase of pension to Lucinda Tweed—to the Committee on Invalid Pensions.

By Mr. WOODS of Iowa: A bill (H. R. 21993) granting an increase of pension to Howland P. Kneeland—to the Committee on Invalid Pensions.

By Mr. HAYES: A bill (H. R. 21994) granting a pension to Mrs. M. F. Sampson—to the Committee on Invalid Pensions.

By Mr. KORBLY: A bill (H. R. 21995) granting a pension to Elizabeth Weber—to the Committee on Invalid Pensions.

Also, a bill (H. R. 21996) granting a pension to James Runyan—to the Committee on Pensions.

By Mr. RANDELL of Texas: A bill (H. R. 21997) for the relief of Mrs. Martha J. Couchman—to the Committee on War Claims.

PETITIONS, ETC.

Under clause 1 of Rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

By Mr. ANDERSON: Paper to accompany bill for relief of George H. Howell—to the Committee on Invalid Pensions.

Also, paper to accompany bill for relief of Patrick M. Foley—previously referred to the Committee on Invalid Pensions, reference changed to the Committee on Pensions.

By Mr. ANSBERRY: Petition of George E. McLean and others, against an appropriation for the George Washington University—to the Committee on Agriculture.

By Mr. BARCHFELD: Petition of Pittsburg Chapter, No. 79, American Insurance Union, for House bill 17543—to the Committee on the Post-Office and Post-Roads.

By Mr. BENNETT of New York: Petition of Lenox Council, No. 48; Loring Council, No. 17; Republic Council, No. 99; Columbus Council, No. 46; and Hallenbeck Council, No. 19, Loyal Association, for House bill 17543—to the Committee on the Post-Office and Post-Roads.

By Mr. BENNETT of Kentucky: Petition of board of directors of the Business Men's Association of Ashland, Ky., for repeal of the corporation-tax law—to the Committee on Ways and Means.

By Mr. DIEKEMA: Petition of G. H. McBride and 178 others, against any change in present oleomargarine law—to the Committee on Agriculture.

By Mr. ENGLEBRIGHT: Petition of Farmers' Educational Union of America, of Placer County, Cal., and F. P. Robinson and 26 other residents of Napa, Cal., against gambling in farm products—to the Committee on Agriculture.

Also, petition of Methodist Episcopal Church of Auburn, Cal., for the Burkett-Sims bill, against transmission of race-gambling bets—to the Committee on Interstate and Foreign Commerce.

Also, petition of Methodist Episcopal Church of Auburn, Cal., favoring the McCumber-Tirrell bill—to the Committee on the Judiciary.

Also, petitions of W. G. Tubby, manager of the marine department, Union Oil Company, of Colorado, and board of trustees of the Chamber of Commerce of San Francisco, against transfer of construction of Pilot Charts from Hydrographic Office to Weather Bureau—to the Committee on Naval Affairs.

Also, petitions of the Federated Trades Council, of Eureka, Cal., and C. S. Jobe and 20 others, of Corning, against increase of postal rate on periodicals, and for a postal savings bank—to the Committee on the Post-Office and Post-Roads.

Also, petition of citizens of Red Bluff, Cal., in opposition to proposed increased rate of postage on periodicals—to the Committee on the Post-Office and Post-Roads.

Also, petition of William Grundt and 7 other members of Branch No. 758, Amalgamated Society of Carpenters and Joiners, of Los Angeles, Cal., for an eight-hour law on government works—to the Committee on Labor.

Also, petition of the Golden West Lodge, No. 73, Brotherhood of Railway Trainmen, of Bakersfield, Cal., for Senate bill 4656 and House bill 17263—to the Committee on Interstate and Foreign Commerce.

By Mr. FLOYD of Arkansas: Paper to accompany bill for relief of Ola Thompson, previously referred to the Committee on Invalid Pensions—reference changed to the Committee on Pensions.

By Mr. FORNES: Petition of Chamber of Commerce of Buffalo, N. Y., against publicity requirement of the corporation-tax feature of the Payne tariff law—to the Committee on Ways and Means.

Also, petition of New York Produce Exchange, for Burleson's oleomargarine bill—to the Committee on Agriculture.

Also, petition of Produce Exchange of New York and the Maritime Association of New York, for retention of the Pilot Chart in the Hydrographic Office of the Navy—to the Committee on Appropriations.

Also, petition of Walter Coles Cabell, against use of the Hetch Hetchy Valley to supply water for San Francisco—to the Committee on the Public Lands.

Also, petition of adjutant-general of New York State, favoring appropriation for militia expenses in joint maneuvers—to the Committee on Military Affairs.

Also, petition of the Zoological Society of New York, for Senate bill 5648, relative to Rocky Mountain Park—to the Committee on the Public Lands.

Also, petition of Thomas Ferguson, of New York City, for House bill 18804, relative to increase of pay for firemen in public buildings—to the Committee on Appropriations.

By Mr. FULLER: Petition of the milk producers and farmers of Poplar Grove, Ill., against proposed repeal of oleomargarine law, etc.—to the Committee on Agriculture.

Also, petition of Burrill Grange, of Pecatonica, Ill., against any change in the oleomargarine law—to the Committee on Agriculture.

Also, petition of Ford & Howard Company, of Chicago, Ill., against the publicity-feature clause in the corporation-tax law—to the Committee on Ways and Means.

By Mr. GRONNA: Petition of citizens of Jamestown, N. Dak., for an eight-hour law on government works—to the Committee on Labor.

By Mr. HAMMOND: Petition of St. Patrick Council, No. 1076, Knights of Columbus, of New Ulm, Mo., for House bill 17543—to the Committee on the Post-Office and Post-Roads.

By Mr. HARRISON: Paper to accompany bill for relief of Catherine Arnould, previously referred to the Committee on Invalid Pensions—reference changed to the Committee on Pensions.

By Mr. HENRY of Connecticut: Petition of Polish National Alliance of the United States of America, of Plantsville, Conn., against the Hayes immigration bill—to the Committee on Immigration and Naturalization.

By Mr. HIGGINS: Petition of Ann Wood Elderkin Chapter, Society of the Daughters of the American Revolution, of Willimantic, Conn., for retention of Division of Information of Immigration and Naturalization in the Department of Commerce and Labor—to the Committee on Immigration and Naturalization.

By Mr. HOUSTON: Papers to accompany House bill 6760, to erect a public building at Shelbyville, Tenn., and House bill 3672, to erect public building at Tullahoma, Tenn.—to the Committee on Public Buildings and Grounds.

By Mr. HOWLAND: Paper to accompany bill for relief of Justin S. Irvine, previously referred to the Committee on Invalid Pensions—reference changed to the Committee on Pensions.

By Mr. HUFF: Petition of Western Pennsylvania Branch of Consumer's League, for House bill 15816 and Senate bill 4514,

relative to white-slave traffic—to the Committee on Immigration and Naturalization.

Also, petition of Mount Pleasant Council, No. 97, Loyal Association; New Kensington Council, No. 1381, Knights of Columbus; and Fairview Chapter, No. 104, American Insurance Union, for House bill 17543—to the Committee on the Post-Office and Post-Roads.

Also, petition of 184 citizens of Derry, Pa., protesting against the proposed rate of postage on second-class mail matter, etc.—to the Committee on the Post-Office and Post-Roads.

By Mr. HULL of Iowa: Petition of Young People's Society of Missionary Volunteers, in opposition to the passage of the Johnston Sunday bill (S. 404)—to the Committee on the District of Columbia.

By Mr. KELIHER: Petition of Massachusetts Council, No. 80, Loyal Association, against the ruling of the Post-Office Department and favoring House bill 17543—to the Committee on the Post-Office and Post-Roads.

By Mr. KNOWLAND: Petition of California River and Harbor League, of Oakland, Cal., favoring establishment and operation of government-owned steamships in connection with the Panama Railroad—to the Committee on Interstate and Foreign Commerce.

Also, petition of California Door Company, against corporation-tax clause of the Payne tariff bill—to the Committee on Ways and Means.

By Mr. LAWRENCE: Petition of St. Casimir Society, Branch No. 525, Polish National Alliance of North America, of Holyoke, Mass., against repeal of section 40 of the immigration act of 1907, etc.—to the Committee on Immigration and Naturalization.

By Mr. LIVINGSTON: Petition of Joseph Habersham Chapter, National Society of the Daughters of the American Revolution, for retention of the Bureau of Information relative to immigration—to the Committee on Immigration and Naturalization.

By Mr. MCKINLAY of California: Petition of Sebastopol berry growers, favoring the Winchester bushel of 2,150.4 cubic inches in apple packing, as against the size provided by the Lafean bill, 2,342 cubic inches—to the Committee on Agriculture.

By Mr. MANN: Petition of Ohio State Horticultural Society, for prevention of introduction of the black scab of the potato, etc., into the United States from foreign countries—to the Committee on Agriculture.

Also, petition of L. H. Drury Woman's Relief Corps, No. 230, Department of Illinois, against placing and dedication of statue of Robert E. Lee in Statuary Hall—to the Committee on the Library.

Also, petition of National Business League of America, favoring publication of a trade directory of the world—to the Committee on Interstate and Foreign Commerce.

By Mr. MORGAN of Missouri: Petition of George A. Whert, L. G. Hillhouse, and others, for pensions for the Enrolled Missouri Militia—to the Committee on Invalid Pensions.

Also, petition of Commandery of Missouri, Military Order of the Loyal Legion, favoring the Townsend bill for a volunteer officers' retired list—to the Committee on Military Affairs.

Mr. MORGAN of Oklahoma: Petition of members of Local Farmers' Union, No. 547, Byron, Okla., favoring the anti-gambling bill on farm products—to the Committee on Agriculture.

Also, petition of sundry citizens of Texas County, Okla., opposing increase of postage rate on second-class mail matter—to the Committee on the Post-Office and Post-Roads.

Also, petition of sundry voters of the State of Oklahoma, opposing increase in the rate of postage on second-class mail matter—to the Committee on the Post-Office and Post-Roads.

Also, petition of sundry members of the Farmers' Union of Custer County, Okla., favoring the parcels-post bill—to the Committee on the Post-Office and Post-Roads.

Also, petitions from Grand Army of the Republic posts of the Second Congressional District of the State of Oklahoma, supporting the National Tribune bill—to the Committee on Invalid Pensions.

Also, petition of sundry citizens of Carnegie, Caddo County, Okla., petitioning against any raise in postage on periodicals, etc.—to the Committee on the Post-Office and Post-Roads.

By Mr. PAGE: Petition of citizens of Union County, N. C., against gambling in farm products—to the Committee on Agriculture.

By Mr. RAINNEY: Petition of Jerseyville (Ill.) Commercial Club, against the passage of the proposed parcels-post law—to the Committee on the Post-Office and Post-Roads.

By Mr. REID: Paper to accompany bill for relief of L. B. Burcham—previously referred to the Committee on Invalid Pensions, reference changed to the Committee on Pensions.

By Mr. ROBERTS: Petition of citizens of Saugus Center, Mass., against increase of postal rate on periodicals—to the Committee on the Post-Office and Post-Roads.

By Mr. SPERRY: Resolutions of Invincible Council, No. 90, Loyal Association, of Meriden, Conn., favoring House bill 17543, relating to fraternal publications—to the Committee on the Post-Office and Post-Roads.

By Mr. SULZER: Petition of National Association of Surviving Union Volunteer Officers of the Civil War, for a volunteer officers' retired list—to the Committee on Military Affairs.

Also, petition of National Liberal Immigration League, against repeal of sections 26 and 40 of the immigration law of February 20, 1907—to the Committee on Immigration and Naturalization.

Also, petition of New York Zoological Society, for Senate bill 5648, Rocky Mountain Park—to the Committee on the Public Lands.

Also, petition of Woman's Municipal League of New York, for a federal child's bureau—to the Committee on Labor.

Also, petition of C. Cabel & Co. and others, that in pending negotiations with France, as to evaporated apples, the United States be placed in same position as is Canada with France—to the Committee on Ways and Means.

By Mr. TAYLOR of Ohio: Petition of W. D. McNary and other citizens of Columbus, Ohio, for an eight-hour law on government work—to the Committee on Labor.

Also, petition of Crystal Ice Manufacturing and Cold Storage Company and other citizens of Columbus, Ohio, in favor of repeal of the corporation-tax law—to the Committee on Ways and Means.

By Mr. WALLACE: Petitions of citizens of Ouachita County and Norphlet, Ark., against gambling exchanges—to the Committee on Agriculture.

By Mr. WEBB: Petition of citizens of Cleveland County, N. C., against gambling in farm products—to the Committee on Agriculture.

Also, petition of J. A. Tood and other citizens of Mecklenburg County, N. C., against any change in the oleomargarine law—to the Committee on Agriculture.

By Mr. WOOD of New Jersey: Petition of citizens of New Jersey, favoring an eight-hour law for government work—to the Committee on Labor.

SENATE.

MONDAY, February 28, 1910.

Prayer by the Chaplain, Rev. Ulysses G. B. Pierce, D. D.
The Journal of the proceedings of Friday last was read and approved.

CREDENTIALS.

The VICE-PRESIDENT presented the credentials of LEROY PERCY, chosen by the legislature of the State of Mississippi a Senator from that State for the unexpired portion of the term ending March 3, 1913; which were read and ordered to be filed.

CLAIM OF A. BOSCHKE.

The VICE-PRESIDENT laid before the Senate a communication from the assistant clerk of the Court of Claims, transmitting a certified copy of the findings of fact and opinion filed by the court in the cause of A. Boschke v. United States (S. Doc. No. 387), which, with the accompanying paper, was referred to the Committee on Claims and ordered to be printed.

FINDINGS OF THE COURT OF CLAIMS.

The VICE-PRESIDENT laid before the Senate communications from the assistant clerk of the Court of Claims, transmitting certified copies of the findings of fact filed by the court in the following causes:

William T. Elliott, George W. Elliott, Rachel Bain (née Elliott), and John Elliott, heirs of Hiram B. Elliott, deceased, v. United States (S. Doc. No. 386);

Adolf Dugue, administrator of Andrew B. James, deceased, v. United States (S. Doc. No. 384); and

James Bigler v. United States (S. Doc. 385).

The foregoing causes were, with the accompanying papers, referred to the Committee on Claims and ordered to be printed.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by W. J. Browning, its chief clerk, announced that the House had passed the bill (S. 6271) granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors.

The message also announced that the House had passed the following bills, with amendments, in which it requested the concurrence of the Senate:

S. 2072. An act to remove the charge of desertion from the military record of John Reed, alias Michael Flanagan;

S. 2445. An act for the relief of Peter Fleming;

S. 4672. An act to correct the military record of William Keyes; and

S. 6072. An act granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors.

The message further announced that the House had agreed to the concurrent resolution of the Senate extending the thanks of Congress to the State of Indiana for the donation of the statue of Gen. Lew Wallace.

The message also announced that the House had passed the following bills and joint resolution, in which it requested the concurrence of the Senate:

H. R. 1324. An act for the relief of James J. Elliott;

H. R. 3348. An act for the relief of James McKenzie;

H. R. 16824. An act for the relief of Daniel H. Wiggin;

H. R. 17838. An act for the relief of George W. Flack;

H. R. 20180. An act for the relief of Patrick Shields;

H. R. 20658. An act for the relief of James O'Brien;

H. R. 21108. An act granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors;

H. R. 21580. An act granting pensions and increase of pensions to certain soldiers and sailors of the civil war and certain widows and dependent relatives of such soldiers and sailors;

H. R. 21693. An act for the relief of William H. Hawley;

H. R. 21754. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the civil war, and to widows and dependent relatives of such soldiers and sailors; and

H. J. Res. 98. Joint resolution for the relief of Lafayette L. McKnight.

ENROLLED BILLS SIGNED.

The message further announced that the Speaker of the House had signed the following enrolled bills, and they were thereupon signed by the Vice-President:

H. R. 970. An act for the relief of Edward C. Kittle;

H. R. 10106. An act authorizing the acceptance by the United States Government from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, of a proposed gift of land contiguous to the Andersonville National Cemetery, in the State of Georgia;

H. R. 16364. An act to amend in part section 658 of the Revised Statutes;

H. R. 17160. An act to authorize the Oregon Trunk Railway of the State of Washington to construct a bridge across the Columbia River and Celilo Canal; and

H. R. 19967. An act to authorize Thomas J. Ewing, George B. Patton, Otto Burger, William Cecil, and Milton E. Foster to construct a bridge across the Tug Fork of the Big Sandy River.

PETITIONS AND MEMORIALS.

The VICE-PRESIDENT presented a petition of the Democratic Territorial Central Committee of the Territory of Hawaii, praying that the bill to prohibit the liquor habit in that Territory be amended, so that the question may be submitted to a referendum vote of the electors of the Territory, which was referred to the Committee on Pacific Islands and Porto Rico.

He also presented the petition of F. J. Wood, of Houston, Tex., praying for the enactment of legislation providing for the admission of the publications of fraternal societies to the mails as second-class matter, which was referred to the Committee on Post-Offices and Post-Roads.

He also presented a memorial of the Polish Immigration Society, of Salem, Mass., remonstrating against the adoption of certain proposed amendments to the immigration law, which was referred to the Committee on Immigration.

He also presented a petition of the California State Society, Sons of the American Revolution, praying for the retention and strengthening of the Division of Information of the Bureau of