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If we install your heating system, it will be as perfect as we know how to make it. It will probably cost you more than if somebody else did the work, but it will be the best.

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86 and 85 Third St.  
Opposite Chamber of Commerce.

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LATEST DESIGNS—MOST REASONABLE PRICES  
OUR PARQUET FLOORING must be seen to be appreciated. Only thing of the kind in Portland. See our self-lighting gas mantles.

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HEADQUARTERS FOR TOURISTS AND COMMERCIAL TRAVELERS  
Special rates made to families and single gentlemen. The management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel. **H. C. BOWERS, Mgr.**

**REMEMBER THE NUMBER**  
**PIANO WAR AS LIVELY AS EVER**  
Do not infer, because the big banner had come down, that OUR address has been changed. Our address is still 353-355 Washington Street, Cor. Park, where we have for sale, at special Carnival Prices, America's oldest and best piano, the "Knabe," the sweet-toned "Hardman," and the now famous "Harvard."  
**M. B. WELLS** 353-355 WASHINGTON STREET  
Opposite Cordray's Theater

## HANNA RISES UP

He Will Ever Fight Changes in Tariff.

## SO INFORMS PRESIDENT

Declaration Is Made at Oyster Bay Conference.

## NATIONAL POLICIES TAKEN UP

No Attempt Is to Be Made to Revise the Tariff, but the President Will Maintain His Position as to Trusts and Cuba.

**CONFEREES.**  
President Roosevelt.  
Postmaster-General Payne.  
Senator Hanna.  
Senator Spooner.  
Senator Allison.  
Senator Aldrich.  
Senator Lodge.

OREGONIAN NEWS BUREAU, Washington, Sept. 16.—The staff correspondent of the Washington Star at Oyster Bay begins his dispatch today in the following sensational manner:

"As long as I remain in the Senate, and can raise a hand to stop you, you shall never touch a schedule of the tariff act."  
The foregoing quotation is credited to Senator Hanna, and the correspondent continues:

With flushed face and clenched fist, Senator Hanna delivered his ultimatum to the Republicans who were discussing with him the advisability of the President's recommending a revision of some of the alleged over-protected schedules of the Dingley law. This was the spirit in which Senator Hanna entered the conference at Sagamore Hill today. Senator Aldrich is inclined to side with him. Senator Allison and Spooner take the opposite view, or that some of the high rates of the Dingley act could be reduced.

If Senator Hanna uttered the words with which he is credited, and they sound very much like him, it means that he and the ultra-protectionists do not intend that there shall be any tariff revision. On the other hand, those who claim to favor revision and others who do favor revision are rather lukewarm, and will not go to the ends of the earth to prevent it. This spirit was manifested by the anti-revisionists when called together by the President just before Congress adjourned, and it dampened the ardor of those who would like to see some changes made.

## DECISION OF CONFERENCE.

No Tariff Revision, but Cuban Reciprocity Is to Be Urged.

OYSTER BAY, N. Y., Sept. 16.—Senator Hanna, Postmaster-General Payne, Senator Spooner, and Senator Allison spent several hours with President Roosevelt today and discussed with him the political situation, having reference to the conditions in the Western States which the President is to visit on his approaching trip. The parties to the conference were very reticent after they returned from Sagamore Hill, but it can be stated on reliable authority that it was decided to make no attempt to revise the tariff at the coming session of Congress; that the President is to maintain his position as to the trusts, and further that he is to insist on his demand for reciprocity with Cuba. It is understood that he will fully outline his policy regarding this latter question in some of the speeches he is to make on his Western trip. It also can be stated on excellent authority that the coal strike was not discussed.

The President's purpose in having this conference was to ascertain if there had been any marked political changes in the different sections of the country during the past year. The conference, it is said, showed that there had been none.

The conference was entirely harmonious," said one of the gentlemen who participated in it, but who declined to permit his name to be published. "No differences of opinion developed, and the President's position on the different questions discussed were endorsed. We talked over the entire political situation, especially that in the states through which the President is to pass. The coal strike was not talked about."  
The Senatorial delegation arrived here at 12:20 P. M., coming from Long Island City in a private car of President Baldwin's of the Long Island road. The Senators refused to see a number of newspaper men who were on the train. On their arrival here, they were driven at once to Sagamore Hill in President Roosevelt's traps. They left in the private car at 10:10 P. M. for Long Island City. Postmaster-General Payne came over earlier in the day from Center Island. He left at 6:35 P. M. for New York.  
The Associated Press bulletin from Dubuque announcing that Speaker Henderson had declined to be a candidate for re-election to Congress was the first intimation of that fact that any of the President's Senatorial callers had received. They had nothing to say on the subject.

**EVAN COCKRELL DESERTS TO 1.**  
Bryan Leader Advises Constituents to Drop the Issue to No Avail.

OREGONIAN NEWS BUREAU, Washington, Sept. 15.—Senator Cockrell was one of the leading spirits in the move that Bryanized Democracy and turned the convention of 1896 into a free-silver, Populist organization. His declaration in opening the Missouri campaign that under present conditions it is "neither wise nor judicious to urge the restoration of free coinage of silver," is taken to put a nail in that phase of Bryanism which has controlled the Democracy for so long. It suits one faction of the Democratic party very well, but the Bryanites say that the Missouri state platform, which

specifically indorses the Kansas City platform, takes precedence over anything that Cockrell may say.

## AMERICANS ARE STOPPED

Colombian Troops Place Obstructions on Panama Railroad.

WASHINGTON, Sept. 16.—Secretary of the Navy Moody today received the following cablegram from Commander McLean of the Cincinnati, who arrived at Colon yesterday:

"Yesterday I went to Panama. Train stopped twice by obstruction—platform, etc., placed on track. After train passed, saw government soldiers place obstructions. Accompanied by Consul and Commander Potter, of Ranger, called on governor. Friendly conversation. Returning to Colon this morning, stopped by obstructions. Soldiers were permitted to remove them. Soldiers then stood on track. By my direction, train moved on, and soldiers jumped away. Will guard train. No revolutionists in sight, but rumored coming toward railroad."  
The foregoing dispatch was updated, except as coming from Colon, but is accepted as referring to events of Monday. The officials at Washington are not inclined to jump hastily at the conclusion that the obstruction of traffic by government soldiers was inspired by the Colombian Government itself, but are ready to believe that the act was for the purpose of ascertaining if any revolutionists occupied the train.

Commander McLean's dispatch as given above is not in full, some portions containing expressions of opinion on the Commander's part having been eliminated. It is understood that at a meeting of Commanders McLean and Potter and the United States Consul with Governor Salazar at Panama, the latter disavowed responsibility for the acts of the government troops.

## AMERICANS FEEL SAFER.

Arrival of Warships at Panama Brings Feeling of Relief.

NEW YORK, Sept. 16.—Among American citizens on the Isthmus there is now a feeling of relief, as there is now a United States warship at each end of the Panama railroad, cables the Panama correspondent of the Herald. There are no indications of an immediate attack by the revolutionists.

In a personal interview with Acting General Superintendent Prescott, of the Panama Railroad regarding the application of Friday's decree to natives employed by the corporation, he said that his company is doing everything possible to protect them, and its own property, in accordance with the treaty of 1846, embodying the contract with the Colombian Government, and with the assistance of all employees of the Panama road in attending exclusively to their official duties, company interests will be fully protected. The company's representatives are endeavoring to do whatever they can to facilitate traffic.

**Americans Confer With Salazar.**  
PANAMA, Colombia, Sept. 16.—Commander Potter and Commander McLean, of the cruiser Ranger and Cincinnati, respectively, and the Acting United States Consul here, Mr. Ehrmann, had a conference yesterday with General Salazar, commander of the government forces on the Isthmus, which lasted over an hour, and in the course of which many important points were discussed. The matter of the interpretation of article 25 of the treaty of 1846, by which the United States, by certain concessions made by Colombia, guarantees the neutrality of the Isthmus and traffic across it shall not be interrupted, was also taken up in the conference. The conference ended most cordially with the expression of the hope that everything would be settled amicably.

No news has been received here of the movements of the rebel General Herrera. The revolutionary fleet has been reported off Punta Mala.

**Wisconsin Off for Panama.**  
SAN FRANCISCO, Sept. 16.—The United States battle-ship Wisconsin sailed tonight for Panama.

**Queen Wilhelmina Opens Congress.**  
THE HAGUE, Sept. 16.—Queen Wilhelmina opened the States-General in person today. She appeared to have completely recovered from her illness.

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## BAR DEPTH, 20 FEET

Bad Condition at Mouth of the Columbia.

## CHANNELS NOT NOW CLEAR

Steamship Elba Strikes Three Times While Crossing—Polamball's Experience—What Pilots Have to Say.

## DECLINES NOMINATION FOR CONGRESS ON ACCOUNT OF HIS TARIFF VIEWS

ASTORIA, Or., Sept. 16.—(Special.)—There is more urgent need at the present time than ever before for work on the improvement of the mouth of the Columbia.



DAVID B. HENDERSON, OF IOWA.

for never since the great waterway has been used by shipping has the bar been in a worse condition than it is now. So say all the pilots whose business it is to guide vessels into and out of the Columbia. Where four years ago, according to Government surveys, there was 23 feet of water at mean low tide, only 20 feet can be found now, and the conditions, in place of improving, are apparently growing worse, and during the past year the water has shoaled fully two feet.

A year ago there were two distinct channels, one leading to the northward, with 23 feet of water at its shallowest point, and the other leading southward, with nearly the same amount of water, and a much shorter distance across the shoals. But now there are virtually no channels. A bench of sand three-fourths of a mile in width, and of about even depth, has formed clear across the mouth of the river, some three miles beyond the end of the jetty, and at no place on it is a depth of more than 20 feet to be found.

The menace which this condition is to shipping is illustrated by the experience of the German steamship Elba, which was taken out by Pilot Henderson on September 5, drawing 24 feet of water. There was an 8.7 tide, and the bar was smooth, but the steamship touched the bottom three times while crossing.

The British steamship Polamball, which draws 24.5 feet when loaded, left out today to complete her cargo at Tacoma, because it was not considered safe to take her across the bar when loaded to more than 23 feet.

Pilot A. E. Cann, in discussing the matter this evening, said:

"Something should be done, and immediately, to relieve the conditions at the mouth of the river, temporarily at least. Last year the bar began to shoal during the storms of December, and if it does the same this year, with the large number of loaded vessels en route to this port, the delay to shipping will be worse than ever. A channel could readily be dredged out pending the completion of the jetties, and I hope the Government will take hold of the matter at once."

**DON'T EXTEND THE JETTY.**  
But Build Jetty From North Side, Says Captain Woods.

"When the Government engineers come to town, just say we'd like to see them," said Captain G. W. Woods, yesterday. Captain Woods is an Oregon bar pilot. "The Columbia bar is in very bad shape. We don't dare to take a vessel over that draws more than 23 feet. A 23-foot draught means that only about four or five feet of water is under the keel. If the bar keeps shoaling as it has been doing, we shall have trouble piloting vessels of even 15 feet draught."  
Captain Woods declared that no good would come of extending the present jetty.

"I tell you that no sensible man can advocate extension of that jetty. I tell you just as plainly that the only remedy is a jetty built from the northern cape. Extension of the present jetty is against the laws of nature. The jetty is too long now. Why build it out further? Would

it contract the mouth of the river? Would it do any good simply to parallel the currents?"

"Some people say: 'Add to the jetty and force the river up against the northern headland.' This is absurd. Look at this map of the bar. Between Cape Disappointment and the jetty is a mass of water 1 1/2 miles across and 19 to 21 fathoms deep. It races along at the rate of four and five miles an hour. Throw this great body of water up against the cape? It is impossible. You can't force that current up to the cape, but you can bring the cape down to the current by a jetty. All the jetties in the world could not drive that current up to that headland."

"The mouth of the Columbia is a jetty harbor with a 'soft' side. By this I mean there is a jetty only on one side. If there was ever a jetty harbor with a soft side that did not give trouble, you may use my head for a football. Gray's Harbor is a soft-side harbor, and look how it has been shifting and shoaling. Such jetty arrangements have given trouble on this coast wherever they have been tried."

"Look at the map again. See what a wall has been built against the mouth of the river in that jetty. The course to sea ought to be as straight as an arrow from Scarborough Head. This is the natural drift of the currents, in a straight line. To throw those currents up against Cape

Disappointment would be to work against Nature. It couldn't be done. This is just as clear as a problem of geometry. You can't twist those great currents out of their natural line, but you can bring another jetty down to those currents and narrow the channel that way. The currents have been crowded northward already, just as far as they will go.

"It has done no good to lengthen the jetty beyond the Clatsop spit, and why then should the jetty be longer? Four or five years ago, we had 23 feet of water on the bar at low tide. After that the jetty was extended. But ever since the extension the bar has been shoaling. The whole trouble comes from the strong current that sweeps out around north of Sand Island, from Baker's Bay, and past the northern cape. It strikes the main current of the Columbia crossways. The result is a churning and a swashing that stirs up a never-ending source of sand and deposits it in the channel. Build the northern jetty and the north current will join the main current naturally. Sand will collect on both sides of the jetty and fortify it, just as sand has done on both sides of the present jetty."

"We are told the north jetty is 'in contemplation.' But really, it has been contemplated too long.

"I'd be willing to live on pea soup for a year if I could only see a beginning on that jetty."

## MUCH BAD MEAT SOLD.

St. Louis Inspector Gives Damaging Evidence Against the Trust.

ST. LOUIS, Sept. 16.—Partly decayed meat, which had been treated chemically to hide its condition, as well as sausages containing potato flour, unwholesome kidneys ground up, and other adulterations, were sold in St. Louis and other large cities of the country, between August 21, 1899, and May 2, 1902, by the packers' trust, according to the testimony given today by Thomas L. O'Sullivan, Meat and Livestock Inspector of St. Louis. O'Sullivan was the first witness called today by Attorney-General Crow, when the taking of testimony was resumed by Commissioner Keltley in the beef trust inquiry.

## A Letter to the Voters.

Speaker Henderson also directed an address to the Republican voters of the Third Iowa District. He says, being a Republican, he is a protectionist, and if he ever entertained a doubt as to the wisdom of the protection policy, a comparison between the present and the past would not out such doubt. He then speaks with satisfaction of the tariff plank of the last two National platforms. Continuing, he says:

"For three years I have advocated giving control of trusts to Congress. In my judgment proper supervision can never be had until Congress has power to treat them. I am glad to see from speeches made by our fearless and upright Chief Executive that he is advocating Federal control over these corporations, and while up all quarters they may sneer at it, I have not seen any proposition yet, except this, that seems at all likely to bring relief. No proposition has ever been made by the Democracy, except to put everything on the free list and give the country free trade. In other words, they propose to let the child lead in order to cure it. They propose to slaughter every interest in the United States, whether capital or labor in a wild and blind effort to provide a remedy for trusts. In my opinion, if combinations could be regulated and controlled we would have very little demand for changes in the tariff laws.

## SENATOR BARD IMPROVING

Physicians Are More Hopeful for California Senator.

LOS ANGELES, Cal., Sept. 16, 10 P. M.—The condition of United States Senator Thomas R. Bard, who is dangerously ill of pneumonia, is more favorable tonight. There has been a slight decrease in temperature and pulse, and his physicians profess to be more hopeful.

## MANY FLOOD SUFFERERS.

People in New Mexico Are Living on Decayed Corn and Beans.

SANTA FE, N. M., Sept. 16.—Governor Otero today received the harrowing details of the suffering caused by the recent Cimbebra valley flood. A letter from the relief party says:

"Rations have been distributed to see people. Crops are laid waste, and people are living on decayed corn and beans."

**Merchant Mysteriously Disappears.**  
NEW YORK, Sept. 16.—Samuel F. Nichols, of Brooklyn, a member of the Havana Mercantile Company, has mysteriously disappeared from Havana, says a dispatch to the Tribune. He was last seen on Saturday morning in the park. His bank account is untouched.

## HENDERSON OUT

Speaker Quits Iowa Race for Congress.

## DECLINATION HANDED IN

His Views on the Tariff Prompt the Action.

## DOESN'T AGREE WITH PEOPLE

He Does Not Believe the Trusts Can Be Curbed, or That Free Trade Wholly or in Part Will Benefit the Country.

**CAREER OF HENDERSON.**  
Born in Scotland, March 14, 1840.  
Settled in Iowa, 1849.  
Enlisted in Union Army, 1861.  
Made Colonel in Army, 1864.  
Admitted to the bar, 1865.  
Collector of Revenue, Third Iowa district, 1868-71.  
Assistant United States District Attorney, 1869-71.  
Elected to Congress in 1882, and has served continuously since.

Elected Speaker of House, 1890; re-elected, 1901.

DUBUQUE, Ia., Sept. 16.—Speaker Henderson, finding that his views in respect to the treatment of trusts by reducing the tariff in whole or part are not in accord with the views of many of his party in Iowa, today declined to accept the nomination for Congress, and withdrew from the race. He addressed the following letter to C. E. Albrook, of Eldora, Ia., chairman of the notification committee:

My Dear Sir: I have never answered the kind notices communicated by you and your associates, advising me of my nomination for the 11th time, by acclamation, as Republican candidate for Congress for the Third Congressional District of Iowa. Reported conditions in the public mind in my district upon public policy induced me to take this drily. Since my return to the district, I have made a careful study as to the sentiment in the district and state, and I believe that there is no little sentiment, and a growing one, among Republicans, that I do not truly represent their views on the tariff question. Believing this condition to exist, and knowing that I do not agree with many of my people that the trust act should continue in the confidence of the voters of the United States, and why the doctrines of the Democracy should find no lodgment in the faith and teachings of the Republican party. Very truly yours,  
D. B. HENDERSON.

When asked for the reason for his withdrawal, Speaker Henderson said:

"My letter to Chairman Albrook is the whole thing in a nutshell. You cannot help the trusts by applying free trade without killing our own industries. The foreign trusts are fighting the American trusts, and I do not believe that, for the purpose of controlling American trusts, we should make a market for foreign trusts, thereby crushing out the industries of this country. After my conference last Saturday at Waterloo, hearing the views of the chairman of my district, I concluded that my views on the tariff question were at variance with those of my party, and I did not desire to appear in a false position."

"I have devoted 20 of the best years of my life to the service of my people and my country, and have fought for what I believed to be best for the farmer, the laborer and the business interests of this district and state. I am grateful for the devotion that has been accorded me, and to the hour of my death will hold in a grateful heart the memory of that devotion. I cannot give in some detail my views and convictions on our conditions and on public questions, and state my reasons why the Republican party and its policies should continue in the confidence of the voters of the United States, and why the doctrines of the Democracy should find no lodgment in the faith and teachings of the Republican party. Very truly yours,  
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