

PORK BARREL MUST GO, TAFT DECLARES

President Will Sign No More Bills Designed for Mere Local Benefit.

WATERWAYS HIS SUBJECT

Railways Have Advantage of Being Able to Transfer Freight More Easily—Terminal Facilities Are Essential Factors.

CINCINNATI, Sept. 21.—President Taft had a thoroughly enjoyable time today among his "home folks" of Cincinnati. He visited the Ohio Valley Exposition, made an address in Music Hall on waterways improvements, took an automobile ride in the afternoon, dined at the Business Men's Club tonight and later attended a performance of the opera, "Piafletti," composed by a local musician, and given largely by local talent.

Everywhere he went Mr. Taft was greeted with cheers. The immense audience in Music Hall gave the President a remarkable demonstration when he appeared on the platform. The cheering was renewed with increased vigor when Mr. Taft announced that after his tenure had expired in Washington, he proposed to return to Cincinnati and spend the rest of his life in this city.

Political Topics Avoided.

The President's day was free from politics. He did not comment in any way on the New York primaries, nor would he say anything regarding Colonel Roosevelt's statements that he had not sought the conference at New Haven. Mr. Taft did not initiate the conference and he apparently is indifferent whether it was arranged by Colonel Roosevelt or Lloyd C. Griscom, who has been acting for Colonel Roosevelt in the New York fight.

Tomorrow, however, President Taft is to receive several Ohio state leaders. They are anxious to consult with him regarding the situation in this state.

In his speech today celebrating the completion of the Ohio River dam in this city, President Taft announced that so far as his Administration is concerned the "pork barrel" method of making appropriations for river and harbor work is at an end. He declared that he would veto any bill in the future that appropriated money merely for the benefit of local expenditure.

"Pork Barrel" Denounced.

As to the "pork barrel" the President said:

"The days of the pork barrel should be numbered. The country is roused against corporate or corrupt control of legislative agencies, but it is doubtful whether the constituencies are yet able to preserve the higher obligations on the part of themselves under their representatives not to use their votes in common to appropriate to the part that which belongs to the whole.

"In signing the last river and harbor bill, which had many of the characteristics of the previous bills, I indicated to Congress that the prospect of another bill of that character would merit a veto."

Waterways Have Drawbacks.

The President began his address by reviewing the work already done on the Ohio River. Then, speaking on the general topic of water transportation as compared with that by rail, he went on to say:

"In a most instructive report the United States Waterways Commission, headed by our Senator Burton, has pointed out the difficulties that are inherent in river transportation in this country and have shown with great clearness the advantages that railroad transportation has over river transportation for the general business use. The chief difficulty is the cost of terminal or transfer charges wherever the destination of the freight requires the use of both river and railroad."

"In their investigations abroad, the commission found that a great deal of money and time had been spent in perfecting the terminals for river transportation, and they deplore the entire absence of such terminals on many of the navigable rivers of this country.

"What I think we have reason to expect is that, with the improvement of the Ohio River, according to the plan proposed and the possibility of its continuous use from year's end to the other, with the development of an upstream trade by reason of the slack water, there will be a study of economical terminal facilities and a profitable investment therein."

Handling of Freight Important.

"The Waterways Commission points out that in localities where water-borne traffic has increased, as on the Great Lakes, careful and elaborate provisions have been made for the handling of freight in the most economical manner. The equipment for the loading and unloading of freight at lake terminals is more advanced than anywhere else in the world. One of the advantages that the railroads have over water routes from the transfer of freight from one railway to another as compared with the transfer from water to land or land to water, and this is not only the physical transfer of freight but the through haul of cars without break of bulk."

"One of the great reasons for the decrease of river transportation has been the competition of railways whose physical advantages have already been referred to. More than these, traffic managers of railways have lowered their own traffic rates where there is water competition, until the river business has been entirely discouraged, and then raised the rates when the river business has been thus suppressed."

"Provision has been made in the railway act of the last session of Congress which will prevent railroads from destroying this river competition. The truth is that with the new developments of river business, it will be possible to give power to our Interstate Commerce Commission to make regulations for the joint traffic between rivers and railways that will greatly encourage growth of the river business, for, if we would use our waterways in the most economical manner, there must be a friendly cooperation, as the Waterways Commission points out between those engaged in transportation on the water and those by rail."

Present System Cumbersome.

Mr. Taft said that the importance of the Ohio River improvement was sufficient to justify the contemplated expenditure of \$3,000,000 and he hoped that provision might be made for the completion of the work in six years instead of 12, as now provided. He continued:

"Under the present law it is necessary for Congress to order the survey of a projected improvement before the

Army Engineers are authorized to make such surveys. When the survey is completed, a Board of Engineer Officers reports on the cost, feasibility and usefulness of the improvement, and after review of other Army Engineers' reports on a report and approves or disapproves its recommendation. The report is then transmitted to Congress. Neither the Board of Army Engineers, nor the Chief Engineer, nor the Secretary of War, is authorized to pass upon the comparative merits of all the projects under survey and report until each project comes before Congress, and is either rejected or approved and it is left to the committee to determine which of those approved shall be taken and which shall be passed by or delayed. It is a rule fairly well observed by the Committee on Rivers and Harbors that no project which has not received the approval of both of the boards shall be appropriated for and adopted.

"Piecemeal Policy" Condemned.

"As these waterway improvements are to be carried on in upwards of two-thirds of the Congressional districts, it can be readily understood that the pressure is from their representatives in Congress to have every project that is approved appropriated for. The total cost of the projects surveyed and estimated for is far in excess of anything that Congress could appropriate for the general purpose for one year or a dozen years. The consequence is that in the desire to satisfy the claims of all, the amount which is available from the current revenue is divided up and apportioned between all the various enterprises that have thus far received the approval of the engineers. This is done with very little regard to the comparative merits of the different improvements, and it has a tendency to delay every improvement a number of years beyond the time when it might be made profitable by early completion. This is what has been called the 'piecemeal' policy and is very unsatisfactory."

MARTIN FLAYS BOURNE PLAN.

Vigorous Speeches Made by Assembly Candidates at Meeting.

C. N. McArthur, candidate for State Senator, last night addressed a meeting at Twenty-seventh and Clinton streets.

Mr. McArthur presented a fair argument in favor of the method of recommending candidates to the Republican party and drew a sharp comparison between that procedure and the method adopted by Bourne and Thomas McCusker, whom he charged with holding caucuses in the Chamber of Commerce building and the Portland Hotel for the selection of candidates. He explained the method by which candidates were secured on the anti-assembly ticket; how they were sent for and induced to circulate petitions under promises of support from the higher-ups of the movement, and were then sent out as the simon-pure representatives of popular government.

Mr. McArthur closed his speech with a pledge to support every candidate who shall be nominated on the Republican ticket, regardless of whether he shall be assembly or anti-assembly, and called particular attention to the attitude of Senator Bourne and his followers, who have announced that they will vote the Democratic ticket in case assemblymen are successful. He also vigorously attacked the records of Dan J. Maloney and George W. Joseph.

Dr. Bennett Drake addressed the audience at some length, and was followed by John C. McCue.

Attention was called to the state published an evening paper in which a list of candidates for the Legislature was named as holding the proper persons to be nominated on Saturday, and distinct attention was invited to the entire procedure of the "anti" crowd in shaping their campaign. It was urged that the assembly candidates were men of affairs who were safely trusted with the affairs of the state. Contrast of the records of Dr. Drake, and his opponent, Dan J. Maloney, were drawn, showing that Dr. Drake had devoted much of his time to the advancement of Portland as president of the Rose Festival Society, and home secretary of the Portland Fair and Livestock Association.

Mr. Maloney was invited to show what he had done for the city in comparison. After the meeting the speakers were warmly congratulated.

OLD CHARGES RENEWED

(Continued From First Page.)

ber 23, 1909, was written to Mrs. Storer in part as follows:

"I was in Washington last week and, of course, saw the President. I spoke with him of Paris and removed from his mind all suspicion that a charge of any kind was being made against him as ambassador. He promised me that the next Ambassador to Paris would be Mr. Storer and furthermore expressed the belief that General Storer would soon return. The President also told me that he had commissioned Mr. Storer to speak for him viva voce at the Vatican. He seemed rather proud of having done so."

On February 2, 1904, the archbishop wrote to Mr. Storer:

"Your two letters were read and burned; however, you need have no anxiety whatever about the whole affair, which was the chief subject-matter of those letters. The President had no occasion to feel ruffled in the least, but you know his impulsiveness. When I saw him he, of his own accord, told me of his writing to you and of the publicity which was given to the matter. I said the Scripps-McArthur agency had merely made a guess (as to Mr. Storer's coming to Rome), and that the few unfavorable comments that were made were really nothing. He calmed down completely, remarked that he had every confidence in you and hoped that the outcome of your mission would be what all desired."

A month later Archbishop Ireland wrote another letter in which he quoted the exact words of the President as to Mr. Storer going to Rome as follows:

"The President said to me: 'Mr. Storer has told you what I said to him about you, archbishop.'"

"Well," I replied, "I do not remember about his going to Rome."

Memory Is Clear.

"Well," he said, "I told him I would not write a letter to the Pope asking for honors for you, but I said he could go to Rome and say viva voce to the Pope how much I wish you to be cardinal, and how grateful I personally would be to him, for granting that honor."

"I am most clear in my memory as to every word."

"I will write about American politics to Bellamy."

"With most affectionate regard to him and to yourself, I am sincerely, 'JOHN IRELAND.'"

Seamen's Society Plans Concert.

The flowing programme has been arranged by Miss Eva Wells for the concert this evening at the Seamen's Friend Society, corner of Third and Flinders streets: Soprano solo, Mrs. Rasmussen; piano solo, Miss Foster; bass solo, Mr. Rasmussen; contralto solo, Mr. Hammond; tenor solo, Mr. Boniface; soprano solo, Miss Ferguson; accompanist, Miss Foster. There will also be vocal and instrumental music by sailors in port.

PROGRESSIVES WIN CONVENTION FIGHT

Colorado Insurgents Prevent Condemnation of Initiative and Referendum.

STEPHEN IS NOMINATED

Editor Chosen Nominee for Governor—National Administration and Payne-Aldrich Tariff Bill Are Indorsed.

COLORADO SPRINGS, Colo., Sept. 21.—"Progressive" Republicans won a substantial victory in the Republican state convention, which concluded its sessions here tonight by the selection of a full ticket. In one of the sharpest fights in the history of the party in this state, they prevented the adoption of a resolution condemning the initiative and referendum, secured instead a plank favoring its submission to the people and commending the action of Republican legislators who voted for such submission, and thus paved the way for the nomination for Governor of State Senator Stephen.

Administration Is Indorsed.

The National Administration was indorsed; Senator Guggenheim was commended for his work in Congress relating to the upbuilding of the state, and the Payne-Aldrich tariff bill was accepted as a fulfillment of the pledge of the National Republican platform for revision downward.

The extreme "progressive" wing of the party, under the leadership of Merle D. Vincent, who is credited with the indorsement of Theodore Roosevelt, offered a minority report striking out the indorsement of Guggenheim, commending Senators La Follette, Dolliver, Bristow and Beveridge for their attitude in National affairs, welcoming ex-President Roosevelt's return to the field of political discussion and strongly indorsing the initiative and referendum, but this minority report was laid over the matter one dealing only with the initiative and referendum was adopted.

Vincent's Campaign Fails.

Vincent's independent campaign for the gubernatorial nomination also failed, the vote being for Stephen, 531; for Vincent, 26; for John W. Springer (not nominated), 15; Isaac N. Stevens, editor of the Pueblo Chieftain, was among those who, from the first, opposed condemnation of the initiative and referendum. He was nominated unanimously to be Representative-at-Large.

The complete ticket is as follows: Governor, John B. Stephen; Lieutenant-Governor, James H. Payator; Secretary of State, John A. Ramer; Attorney-General, Benjamin Griffith; Auditor, Thomas L. Jameson; Treasurer, James E. Collier; Justice of the Supreme Court, James D. Garrigue; Superintendent of Public Instruction, Mrs. Helen M. Wilson; Railroad Commissioner, Sherman E. Kenall; Regents of the State University, Miss Anna A. Wolcott, W. J. King; Representative-at-Large, I. N. Stevens.

McDonald Is Chairman.

Ex-Governor McDonald was chosen state chairman. The tariff was referred to in the resolution adopted as follows:

"We reaffirm our adherence to the principle of a protective tariff as declared in the Republican National platform of 1908. We point to our present tariff law as a substantial step in the direction of downward revision to which the Republican party is unqualifiedly committed. As a revenue measure it has proved an entire success. Inequalities will be found in any tariff law, and other reductions will be necessary. These changes should be made as speedily as possible, and in such manner as to avoid the disturbance and derangement of business inevitably attending what is known as a general revision. This is made possible by the establishment of a permanent tariff commission."

CAREY HEADS WYOMING TICKET.

Platform Adopted at Convention Indorses Oregon Primary Law.

SHERIDAN, Wyo., Sept. 21.—The Democratic State Convention, after an executive session lasting until 3 o'clock this morning, met again today and carried out the programme then agreed upon. The ticket agreed on is as follows:

Joseph M. Carey, of Cheyenne, for Governor; P. L. Houx, of Cody, for Secretary of State; W. B. Ross, of Cheyenne, for member of Congress; G. C. Forsythe, of Lusk, Auditor; H. A. Coffeen, of Sheridan, for Superintendent of Public Instruction.

The candidate for Governor, nominated on the Democratic ticket, has always been a Republican, but is opposed to the present Republican organization of Wyoming. The platform adopted favors the initiative, referendum, recall, the Oregon plan, restoring the Australian headless ballot system; publicity of corporation affairs, and the commission form of government for municipalities.

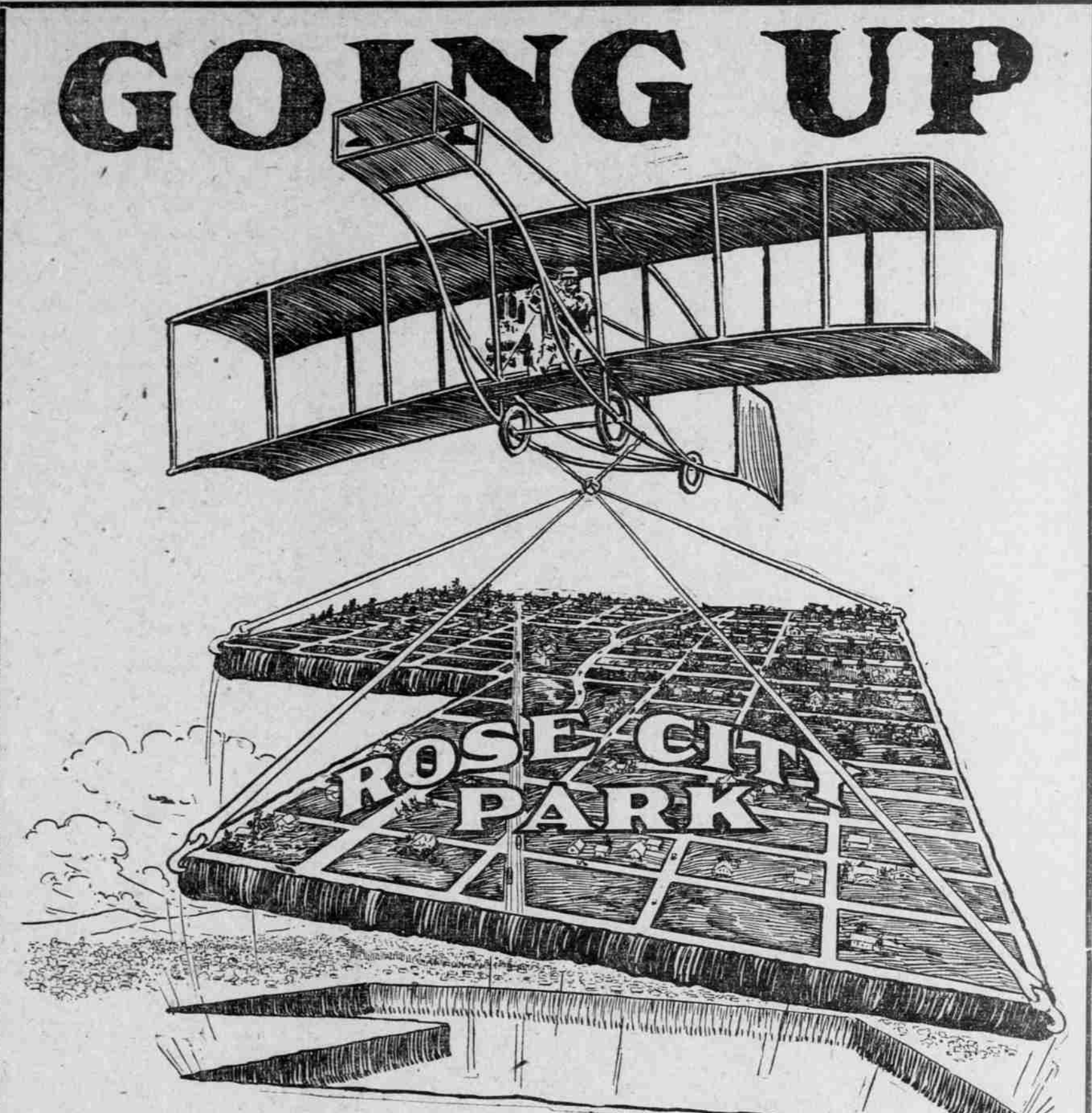
The platform was constructed to meet the approval of Mr. Carey.

MANNING OUT AT 11TH HOUR

Ex-District Attorney Announces Candidacy for Congress.

John Manning, ex-District Attorney, announced yesterday his candidacy for the Democratic nomination for Representative in Congress, from the Second District. In a circular letter sent out by his associates, Democrats throughout the district are asked to write in his name on the official ballot at the nominating election Saturday.

Mr. Manning's belated announcement is the result of pressure brought to bear on him from many sources. It is explained, following the recent victories by Democrats and the general situation in the Second Congressional District which the Republicans divided against themselves. He was originally urged to become a candidate for the Democratic nomination for Governor, but declined unless given a clear field by Messrs. Myers and Foster, who already were in the race. There is now one Democratic candidate out, J. N. Teal, whose name appears on the slate put out by the Kentucky Club. Mr. Manning's friends aver, however, that they will easily secure the nomination



PRICE WILL BE RAISED

October 1st

Reservation May Be Had at the Present Price Between Now and That Date by Making Your Selection and Paying a Deposit

HARTMAN & THOMPSON

Chamber of Commerce Building

for their man and in substantiation of that view show voluminous correspondence from Democrats throughout the district, urging Mr. Manning's candidacy.

Mr. Manning's formal announcement, as sent out over his signature yesterday, is as follows:

To the Democratic voters of the Second Congressional District of Oregon—For several months many friends residing in all parts of the district have urged me to submit my name to the Democratic party for the nomination as Representative to Congress, subject to our party primary, next Saturday afternoon.

Business engagements were such that I could not in justice to my efforts devote the time necessary to prepare petitions and thus have my name printed upon the Democratic official ballot. I have now fulfilled my obligations to those who have intrusted their legal business to my care and have decided to become a candidate. I will esteem it a high honor to become the candidate of my party for such an exalted position of trust where I will be enabled to labor for the welfare, development and upbuilding of our great state. Consequently I ask my friends to write my name upon their ballot with the X mark preceding. If nominated, I promise a vigorous campaign, not only for my own success, but for the success of the entire Democratic ticket. Respectfully,

JOHN MANNING.

HOAX NEARLY BECOMES FACT

Joe Schlumpf's Friends Vote for Him in North Yakima.

NORTH YAKIMA, Wash., Sept. 21.—

BEST GRADE LUMP COAL

\$5.50 Per Ton

DELIVERED TO YOUR ADDRESS IN PORTLAND

A few days ago the Pacific Coal & Gas Company advertised that they would sell 900 tons of their BEST GRADE LUMP COAL AT \$5.50 PER TON, DELIVERED IN PORTLAND, FOR ADVERTISING PURPOSES ONLY, stating also that a check or cash must accompany each order, and that ONLY TWO TONS WOULD BE SOLD TO EACH CUSTOMER AT THAT PRICE. We now wish to announce that we have sold 810 tons out of the 900 we agreed to sell at that price. We are making our deliveries to those who have ordered the coal, and a great many of them have voluntarily called at this office, or telephoned us, that they were exceedingly well pleased with the quality of the coal.

If you wish to take advantage of two tons of the remaining amount, you will, naturally, have to act at once, and please remember that we will only sell two tons to each customer, and that the CHECK OR CASH MUST INVARIABLY ACCOMPANY EACH ORDER, for the reason that we are selling this coal at what it costs us to mine and deliver it to you.

We have our own mines and are merely advertising with this lot of 900 tons that we may very quickly get 450 coal users in Portland. We know that when once you use this coal you will continue to do so, and please remember that we will always be under the other fellow's price on the best grade lump coal.

If you will call at our offices we shall be glad to show you samples of the coal, together with some letters from those who are now using our coal in Portland.

Pacific Coal & Gas Company

Room 218 Commercial Club Building.
Phone, Marshall 2581. Portland, Oregon.

Finest in the world for Men and Young Men

Sold exclusively by

BEN SELLING

Leading Clothier

Grand Trunk Pacific Steamships

"PRINCE RUPERT" AND "PRINCE GEORGE" LEAVE SEATTLE THURSDAYS AND SUNDAYS AT 2:00 P. M.

Arrive Victoria	Sundays and Thursdays at	7:00 P. M.
Arrive Vancouver	Monday and Friday at	7:00 A. M.
Arrive Prince Rupert	Wednesdays and Sundays at	11:30 A. M.

Connecting at "Prince Rupert" with S. S. "Prince Albert" for Stewart and Queen Charlotte Islands.

Rates north of Vancouver include meals and berth. For tickets and reservations apply to local railway ticket agents or J. H. BURGIS, General Agent, First Avenue and Yeaser Way, Seattle, Wash.