

CUMMINS SAYS TAFT IS "REACTIONARY"

Cummins Declares He Differs With President on Vital Questions.

STATEMENT IS DETAILED

Chance for Republican Revision of Tariff Declared Forfeited—Reciprocity Treaty Characterized as "False Pretense."

CHICAGO, Sept. 5.—In a statement summing up his reasons for opposing the renomination of President Taft, Senator Cummins calls the President a "reactionary." He says he respects the President personally but differs with him as to important and fundamental questions of policy.

Cummins declares that the President's views on the tariff are not "progressive." Mr. Taft's attitude toward the interstate commerce law is declared to be open to a similar objection. The Postal Savings Bank law is asserted to favor the city banks, as opposed to the country banks. The President's position on the income tax amendment to the tariff bill is disapproved. The reciprocity agreement with Canada is called a "false pretense" from beginning to end. The peace treaties Mr. Cummins does not regard as a great advance. The Senator predicts that the woolen and free list bills will be passed. The only chance he ever will have "to sign acts reducing the iniquitous duties of the Payne-Aldrich law, at the same time preserving the system of protection."

Difference Is Fundamental.

In his statement, Mr. Cummins says: "If the voters of the Republican party believe that the old leadership should be perpetuated they can find no better nominee than Mr. Taft. I do not believe it ought to be continued and therefore, without any personal disparagement of the President, I am hoping that a progressive Republican will be nominated and elected next year."

"It is to be understood that my opposition to the renomination of Taft is based solely on his attitude toward public questions and my conviction that the convention ought to nominate a candidate for President who will be strongest in reconstruction."

"The Payne-Aldrich tariff law, Mr. Taft's associates in the making of this law, which he declared to be the best ever passed on the subject, were Mr. Aldrich and his followers in the Senate; Mr. Payne, Mr. Dalsell, Mr. Cannon and their followers in the House. It seems to me I am justified in the conclusion that he did not take the progressive view with respect to this measure."

"The act amending and enlarging the interstate commerce law, President Taft made legislation on the subject the prominent feature of the first regular session after he was inaugurated. Through his Attorney-General he presented to Congress a bill which was introduced in the Senate, referred to the committee on interstate commerce and reported back to the Senate presided over by the Attorney-General. It was as President Taft apparently believed it ought to be enacted."

"If this bill had passed as insisted on by the President, the work of nearly a quarter of a century would have been swept away and we would have taken a long step backward in the regulation of our railways."

"It was recommended on the floor of the Senate by the progressives against the violent opposition of the reactionaries who were acting for the President. I believe the people generally will agree with me that with respect to this measure Mr. Taft did not take the progressive view of the subject."

Postal Bank Bill Revisited.

"Before the present Administration came in a postal savings bill had been practically agreed on in the Senate. The fight which the progressives had made was to insure the deposits of the money put into the postoffices in the hands of the local communities."

"We had won out, but just as we were on the point of passing the bill, President Taft had sufficient influence to rewrite that part of the bill and everybody recognizes that the law as it was finally adopted, in that respect, was a victory for the great city banks and a defeat for the small country banks. Again, the President was found in the company of the reactionaries and not with the progressives."

"The progressives were exceedingly anxious to attach an income tax law to the Payne-Aldrich tariff act. We had good reason to believe that the President was with us in this effort, but at the moment when it seemed likely to succeed, the President, under the leadership of Mr. Aldrich and his close associates, brought forward the so-called corporation tax law and defeated the proposal to levy a tax on the great income of the country. He did this through the instrumentality of the most pronounced reactionaries of Congress. I think it must be conceded that whatever may be said of his action, he did not take the 'progressive view.'"

Land Policy Criticized.

"All that I care to say is that he seems to be out of harmony with those who were recognized before his advent into office as the best exponents of the conservation policy, and so far as I know, his appointment of Mr. Fisher as Secretary of the Interior was about the first act of his Administration which commanded the approval of the progressives throughout the country."

"With respect to the Canadian tariff bill, there is, of course, the widest difference of opinion. It is a false pretense from beginning to end. It gives free pulp and free paper to publishers using print paper and it gives free farm products, but it does not reduce the cost of living and it will not, in my judgment, widen or enlarge our markets for manufactures in Canada. Its evil effects have been greatly exaggerated and its beneficial effects are almost wholly imaginary."

"The newspapers have their free pulp and free paper, and I can easily understand why the measure appears to them as progressive legislation, but as to us who have been laboring for a systematic and comprehensive reduction of duties, so that they will, in all the schedules, represent the difference between the cost of production at home and abroad, the Canadian bill is the most unfortunate act of legislation passed within the period of the present Administration, for it has destroyed the chance of a fair revision of the tariff along Republican lines for years to come."

"It is perfectly apparent that we must now either suffer the influence of the Payne-Aldrich tariff law indefinitely or the peril of a Democratic bill for tariff only."

"It is hard for me to think of the Canadian bill as progressive, believing

DISTINGUISHED OFFICER WHOSE VISIT TO FRONTIER HAS STIRRED ANTI-BRITISH FEELING IN GERMANY.



GENERAL SIR JOHN FRENCH.

FRANCE HAS DUTY

Germany Insists on Efficient Policing of Morocco.

GREAT FLEETS MANEUVER

Both Nations Make Naval Showing, Which Statesmen Say Is Coincidental, but Uneasiness Is Felt by People.

(Continued from First Page.)

able, when the Imperial yacht Hohenzollern, with the Emperor and his party on board, weighed anchor at 9 o'clock and steamed out to join the fleet. As the Hohenzollern proceeded down the bay a squadron of 30 crowded excursion steamers, which had waited at the outer lightship, fell in behind the Imperial yacht.

The vessels of the fleet pulled up their anchors as the Emperor's yacht approached and steamed to meet the Imperial reviewing party, every ship firing the Imperial salute of 33 guns and breaking out in a gay display of bunting.

The warships passed the Hohenzollern seemingly in an endless column, the crews manning the ships and lustily cheering when abreast of the reviewing party.

Emperor William, after the review, transferred his flag to the battleship Deutschland and the fleet put to sea for maneuvers, to which spectators were not admitted.

The naval reviews held of late in European waters show the magnitude of naval vessels assembled by England, France and Germany as follows:

British naval review at Portsmouth, 170 warships of all classes, including 42 battleships, of which eight are Dreadnoughts, also 35 armored cruisers and battleship cruisers.

French naval review at Toulon—Eight battleships, including six of the all-big-gun type, nine armored cruisers and 25 destroyers and torpedo-boats.

German naval review in Kiel—Ninety-one fighting ships, not including destroyers and torpedo-boats.

FRENCH TROOPS ARE MOVING

Maneuvers Will Concentrate Forces Along Frontier.

PARIS, Sept. 5.—Although Germany had made no reply to the Moroccan dispute, and while none is expected by French foreign officials for some days, many rumors, doubtless due to uncertainty as to the outcome of the negotiations, are current.

La Patrie, in headlines running across its entire front page, announces a considerable movement of French troops toward the French frontier. Inquiries made at the ministry of war elicited the information that this movement is connected with the maneuvers of the French army which, beginning today, will last until September 13.

In addition to the garrisons stationed in the district, 30,000 troops are now moving toward the eastern boundary for concentration at Belfort, the almost impregnable frontier fortress, which is the objective of the army.

Nineteen civilian aviators have been assigned to duty in connection with the maneuvers on the eastern frontier. This contingent, added to the military aeronauts, will bring up the number participating in the army exercises to 40 experienced men.

GREAT FLEET IS AT TOULON

President and Cabinet Present at Noteworthy Demonstration.

TOULON, France, Sept. 5.—The most powerful fleet that France has ever assembled was reviewed in the roadstead here today by President Fallieres, who was attended by Premier Caillaux and all the members of the French Cabinet, a large representation of Senators and some 500 deputies.

Formed in two perfect alignments were 15 battleships, six of them of the all-big-gun type, nine armored cruisers and 25 torpedo-boats and torpedo-boat destroyers.

Canary wines have been known for centuries, and winemaking has been an important industry, although lately Madeira has outstripped it in the competition.

MAIL CONTRACT IS BIG OCEAN PRIZE

Company Projects 15 Steamers for Atlantic-Pacific Coast Service.

WEEKLY VOYAGE REQUIRED

Cost of Journey Will Be Two-Thirds That by Rail and Large Freight Traffic Will Be Newly Developed.

TRENTON, N. J., Sept. 5.—(Special.)—The Atlantic & Pacific Transport Company of New Jersey was incorporated today with a capital of \$15,000,000. The headquarters will be in Baltimore, but branch offices will be maintained in the principal seaboard cities on the Atlantic and Pacific Coasts and the Gulf of Mexico.

The company has been formed to bid on the ocean mail service now being advertised for by the Postmaster-General, which call for weekly service between New York and Colon, New Orleans and Colon and San Francisco and Panama, and fortnightly between Seattle and Panama, and fortnightly between Seattle and Panama, and it is proposed to establish and maintain these ocean routes and to extend the services through the Panama Canal from coast to coast.

The incorporators are veterans in the deep-sea transportation service. Four were associated officers and the original promoters of the Atlantic Transport Company, which was under their ownership and management for 20 years. These incorporators are: B. N. Baker, of Baltimore, formerly president of the Atlantic Transport company; James S. Whitely, of Baltimore, former vice-president; C. G. Helm, of Baltimore, former treasurer, and T. B. Harrison, of Baltimore, former secretary of the Atlantic Transport Company, with Adrian H. Boole, of Washington, who was Boston partner of the American agency of the Wilson steamship lines of Hull, England.

15 Steamers Planned.

Plans are under way for the immediate construction of 15 steamers of the speed and size necessary to comply with all the requirements of the ocean mail act of 1899. Assurances have been received that the steamers can all be built and will be ready to enter the service when the Panama Canal is opened in 1915.

The mail contracts provide that steamers from New York must stop at Charleston or Savannah en route to Colon, and from San Francisco they must stop at San Pedro, and San Diego en route to Panama, and when from Seattle they may stop at Astoria and Portland en route to Panama. With these mail routes extended through the canal and the steamers interchanging positions, complete trips from coast to coast will be made every week.

That will give 104 direct sailings, with 52 intermediate calls, a year from the Atlantic to the Pacific ports, with the opportunity for full return cargoes without rehandling in transit. The annual traffic from coast to coast was estimated by the carriers to be 3,000,000 tons two years ago and to be increasing at the rate of 10 per cent each year, which will mean 4,200,000 tons when the Panama Canal is opened.

Modern Comforts Promised.

The new ships in ocean comfort and luxury will surpass the best that is being done today in Europe. Special apparatus will keep the temperature of the ships even throughout the trip. A passenger may sail from New York to San Francisco or Seattle in a room which he can keep at any temperature he desires. The cost of the trip will be about two-thirds of the cost of the railway journey, and the cost of the trip will be about two-thirds of the cost of the railway journey.

Through its proposed terminals at New Orleans the company will be in touch with 16,000 miles of navigable inland waters that reach the cities and towns of the Mississippi Valley.

When passing through the Panama Canal the company will also handle a large traffic at the Panama and Colon terminals. Provision has already been made by the Government for such traffic at the canal entrances. Large depots and warehouses are being constructed under plans adopted by the Isthmian Canal Commission. Within easy water communication of Colon and Balboa there are 14,000,000 people representing \$13,000,000 of commerce. Of this, less than \$9,000,000 was brought from and less than \$18,000,000 shipped to the United States last year. These 14,000,000 people now pay an annual 10 cents per capita from the United States, while spending \$5.58 per

CASCARETS FOR A SICK, SOUR STOMACH

Gently But Thoroughly Cleanse and Regulate Your Stomach, Liver and Bowels While You Sleep.

That awful sourness, belching of acid and foul gases; that pain in the pit of the stomach, the heartburn, nervousness, nausea, bloating after eating, feeling of fullness, dizziness and sick headache, means indigestion; a disordered stomach, which cannot be regulated until you remove the cause. It isn't your stomach's fault. Your stomach is as good as any.

Try Cascarets for they cleanse and regulate the stomach, remove the sour, undigested and fermenting food and foul gases; take the excess bile from the liver and carry off the decomposed matter and poison from the intestines and bowels. Then your stomach trouble is ended forever. Cascarets is a 10-cent box from any drug store will keep your entire family feeling good for months. Don't regret the child—your little insides need a good, gentle cleansing, too.

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This is the last of our Summer reduction sale of FURS. A small deposit will retain any piece, set or coat in the house until wanted, and we also will hold same in cold storage. Take advantage of the great reductions. The styles are of the best, both exclusive and staples. Best of work guaranteed on every garment, at prices far surpassing any merchant.

Buy Direct From the Manufacturer and Save the Middleman's Profit

capita for similar commodities in other countries which are more remote.

Holman Talks to Teachers.
ASTORIA, Or., Sept. 5.—(Special.)—The Teachers' Historical Institute of Clatsop and Columbia counties was

convened here today with a large attendance. After an address of welcome by Mayor Henderson and a response by State Superintendent Alderman, F. V. Holman delivered an address on the relation of the Astor party to the Oregon territory. During the afternoon session Professor Schafer, of the State

University, spoke on the "Social Basis of Oregon History," and short lectures on historical subjects were made by Superintendent Alderman and Professor Ackerman.

Today the \$5000 2:08 race at Portland track. Races commence 2 P.M.

The ROUND-UP

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Westward, Ho! the great mounted frontier parade, showing the old West in review. Broncho busting, wildhorse races, cowboy and cowgirl races, pony express and stage coach races, for the championship of the Northwest. Cowboy pastimes and novelty races, steer riding and roping, fancy riding and shooting.

Train leaves Union Depot, Portland, 8:00 o'clock Friday night; arrives Pendleton early Saturday morning. Sleeping-car berth one way—Lower \$2.00, upper \$1.60. Make reservations early at our City Ticket Office, Third and Washington streets.

WM. McMURRAY, General Passenger Agent, Portland, Or