

TAFT NOT STRONG IN EMPIRE STATE

Wants Roosevelt and
Hughes Again.

GOVERNOR IS SECOND CHOICE

He Says Nothing of Presidency
in Speeches.

PRACTICES NEW POLITICS

Dethroned Leaders Vainly Try to Get
in Game, but He Will Rule
the Convention if He
Wishes.

BY LLOYD P. LONERGAN.

NEW YORK, Aug. 31.—(Special).—There is plenty of Roosevelt sentiment in New York state, and plenty of Hughes sentiment, but nothing to indicate that there is even a moderate demand for Mr. Taft. For some reason the big Secretary of War is not strong in the Empire State. True, there is no particular objection to anything he has said or done. On the other hand his speeches have failed to arouse any enthusiasm. The feeling as to Mr. Taft can be correctly styled as indifference rather than active opposition.

The Federal officeholders, practically without exception, have publicly lined up for a third term for Mr. Roosevelt. They are reinforced by two county leaders, Timothy L. Woodruff, of Brooklyn, who is also state chairman, and Congressman Herbert Parsons, of New York County. Persons holding state positions have very properly cheered for Hughes for President. But nobody has said a word for or against Taft.

Probably 95 per cent of the Republicans of the state are for Mr. Roosevelt or Mr. Hughes. Many of the Roosevelt men would gladly accept Mr. Hughes as a second choice. The bulk of the Hughes men are friendly to Mr. Roosevelt, but they do not believe the President will accept another term. If the vast majority of the rank and file could have their way, the President and the Governor would get together and decide which one should occupy the White House after March 4, 1909.

Ex-Leaders Hop About.

In the meantime all the funny little discredited leaders, who are trying to run what was once a great political machine, are hopping about excitedly, trying to decide what they shall do.

Ex-Governor Benjamin B. Odell, Jr., sees a chance to utilize the Governor's popularity, and has announced himself as for Mr. Hughes.

"But it doesn't give him a latchkey to the Executive mansion," is the sarcastic comment of one of his foes.

State Chairman Woodruff, whose administration has been a joke, is out for Mr. Roosevelt.

"Yet when he goes to Sagamore Hill the dogs bite him just the same," to quote an Odell man.

Mr. Parsons, leader of New York County, who is out for Mr. Roosevelt, has a terrible fight on his hands. All the Hughes men in Manhattan, and they number quite an army, are lining up with Mr. Odell because of Mr. Parsons' declaration.

William Barnes, Jr., who bosses Albany County, is in a sad plight. He doesn't like Mr. Roosevelt, and he doesn't like Mr. Hughes, but realizes that he must come out for one or the other, so he is indifferently gauging sentiment and busily dodging men who want to know where he stands.

Ex-Secretary of State O'Brien, who bosses several counties in the upper tier, confines his conversation nowadays to thrilling eulogies of the American flag. He is another man who doesn't know. Ex-Governor Frank Black is devoting himself to his law business. John Rufes, president pro tem of the Senate, only says when he is questioned. Speaker Wadsworth, of the Assembly, and his father, ex-Con-

gressman James W. Wadsworth, are in hiding on their farm in Livingston County.

In fact all the so-called big Republicans are trying to discover which way the cat will jump, and the pathetic feature is that, no matter which direction the cat takes, they are bound to be scratched.

"A choice between Roosevelt and Hughes," declared a well-known machine politician bitterly, "is a choice between hanging and death in the electric chair."

Hughes Playing New Politics.

Governor Hughes has absolutely declined to commit himself regarding his political plans. He has not authorized anybody to say that he wants promotion or even a renomination. But the Governor is playing politics just the same, the new-fangled Hughes politics. He is up the state now, making speeches at county fairs and before agricultural societies. A glance at his published route shows that before the end of September he will have visited nearly every rural county.

The tenor of several speeches already delivered is practically identical. Mr. Hughes does not ask for votes, neither does he assail his political enemies. He simply makes a "business talk," explaining what has been accomplished by the different departments, and what is hoped to be accomplished in the future. Then there are discussions regarding the needs of the particular locality that is entertaining him.

Becomes Expert in Everything.

One of the Governor's gifts is his capacity for acquiring useful information. When he was engaged by the Legislative committee that investigated the gas question, Mr. Hughes knew practically nothing about the technical problems involved. But by the time the hearings were under way he had amazed the gas trust's experts by his knowledge.

"He could qualify as an expert himself," said one man who always draws large fees.

The same condition was repeated when the insurance companies were being grilled. What Mr. Hughes didn't know about "deferred payments," "gold bonds," and other things that are dark mysteries to outsiders, was hardly worth mentioning. Within the year he has been in office, Charles E. Hughes has taken a full course of politics, and demonstrated his ability to rout men that had even Mr. Roosevelt worried. Now he is devoting his time to upstate conditions, and is learning things that none of his predecessors ever even attempted to understand.

Incidentally he is gaining the enthusiastic regard of the farmers, and when all is said and done, it is the farmers who decide nominations and elections.

Bosses Can't Stop Him.

The Republican leaders are watching Mr. Hughes' movements with great anxiety. They do not comprehend what he is doing exactly, but they sadly realize that he is gaining new friends every day. The Governor is so thorough in what he does that these leaders fear he will thoroughly dominate the conventions next year, walk off with the Presidential delegates himself, and name a full state ticket of men that the bosses do not approve.

"And if he decides to do it," was one man's comment. "I don't see how we can stop him. He knows all about law, now, and gas and insurance and politics. He is at present studying emulsions and crops, and, if he decides to take up delegates and nominations, he will probably qualify in that branch, too. Oh, he's a dandy, is our Governor."

What the Voters Say.

Talk to any of the Governor's friends, and they will tell you that Mr. Hughes is simply traveling about, learning the needs of the state. Talk to any Republican politician, and if you can induce him to unbutton himself, he will tell you that the Governor is "pulling the wires" in a new and remarkably successful way. Talk to the average Republican voter who is interested in clean politics and not in office-holding, and he will tell you.

"If Roosevelt is out of it, promote Hughes, and let him pick out a man to succeed himself here. But this talk about Taft, or Fairbanks, or Cannon is foolish language. The two best men in the Union reside in the Empire State."

Mr. Roosevelt knows that this condition exists. So does Mr. Hughes. What they will do about it only the future can tell.

HARRIMAN SEES OREGON WEALTH

Arrives at Prineville
on Automobile.

WILL SEE GREAT WHEAT STACK

Today Will Be Spent on Tour
of Agency Plains.

REACH PORTLAND MONDAY

Railroad King Inspects Resources of
Undeveloped Oregon—Sees No
Railroad or Newspaper and
Forgets Sight of Ticker.

PRINEVILLE, Or., Aug. 31.—(Special).—

E. H. Harriman and J. P. O'Brien arrived here at 6:30 o'clock this evening in their 60-horsepower automobile, coming from Bend by way of Redmond. The trip took up most of the day, an examination being made of the irrigation system of the Des Chutes Irrigation & Power Company. Secretary Stanley of the company pointed out the features likely to be overlooked by the railroad men who are strangers to this section.

Messrs. Harriman and O'Brien were somewhat tired from their trip but consented to meet a party of representative citizens and the Union Pacific magnate talked with a number of Prineville citizens, who have strong hopes that his trip through Central Oregon means something leading to transportation facilities through the isolated but productive region.

Sees Country's Great Wealth.

Mr. Harriman was unusually approachable, affable and communicative. During this trip he has overlooked nothing in the country. He has inspected the best timber tracts, the irrigation district, the wheat lands and even the desert. Tomorrow will be spent in an inspection of a grain stack at Agency Plains wheat belt. There are 1,000,000 bushels awaiting the advent of the iron horse to transfer it to the wheat markets of the world.

All Points to New Railroad.

Everything is being conducted systematically. The precision which characterizes Mr. Harriman, every move he is making, points to the fact that his tour of inspection here is made for the purpose of confirming the previous favorable report of Mr. Kruttschnitt. That is the impression given out by Mr. Harriman himself, although of course he has not said so in so many words.

Mr. Harriman's sons are not with the party, being out in the mountains near Clear Lake on a bear hunt.

Comes to Portland Monday.

After inspecting Agency Plains wheat belt tomorrow, unless further developments occur to keep Messrs. Harriman and O'Brien in the country longer, they expect to leave for Portland Monday in Mr. O'Brien's private car.

Mr. Harriman has thoroughly enjoyed his stay in Southern Oregon. He says this evening that he has not seen a railroad or a newspaper for two weeks, but has been hunting and fishing like a schoolboy, and had an appetite like a ranchhand. Contrary to report he says he has not been in correspondence with Wall Street; that this trip was made to give his boys an outing and himself a respite from the ticker, as well as to study Central Oregon as a railroad proposition.

WILL COME OUT BY SHANKO

Harriman Sends Train and Stays in
Central Oregon.

ALBANY, Or., Aug. 31.—(Special).—E. H. Harriman's train has left Detroit and will arrive here at 9 o'clock to leave for Portland. Mr. Harriman is not aboard,

and it is reported here that he has abandoned his trip across the mountains, and is going out by way of Shanko.

PLAGUE ON PACIFIC LINER

Member of Sierra's Crew Has Bona-
bonic at Honolulu.

HONOLULU, Aug. 31.—A case of the plague is reported on the mail steamer Sierra, just arrived here, a member of the crew being ill. The cabin passengers have all landed. The sailing of the steamer will probably be delayed.

Will Fumigate Bay City Hospitals.

SAN FRANCISCO, Aug. 31.—Dr. Watkins, health officer, reports that there is no change in the plague situation. No new cases have developed. The Board of Health has decided to fumigate and sterilize the city and county hospital immediately.

Postoffice Swamped by Craze.

LONDON, Aug. 31.—(Special).—The liner competition craze has reached such a pitch as to put a real strain on the postoffice. A weekly paper with a small circulation started the craze a few weeks ago by printing four lines in liner form, and inviting competitors to supply the fifth line, accompanying it with a coupon and a sixpenny (12-cent) postal order. The success of the scheme was immediate, and other papers and advertisers followed, the latest prize offered being \$15 a week for life. The demand for sixpenny orders was so great that the postoffice ran short and headquarters had to produce them by the million. One day 170,000 were issued. The normal demand is somewhat less than 100,000 a month. On July 1, 300,000 such orders were supplied.

Hard-Working Royal General.

LONDON, Aug. 31.—(Special).—The Duke of Connaught, as Inspector-General of the forces, passed 24 hours in the field with the second division of the Aldershot command, his work closing at 6 o'clock in the morning, when the Red force, of which the division forms a part, had defeated the Blue troops, after a fight throughout the night.

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The decision of the majority is the more

LANE TO INQUIRE INTO COAL SUPPLY

Northwest Threatened
With Famine.

BRING PRESSURE ON ROADS

Government Strives to Get
Coal Where Needed.

MAY BE MORE SUFFERING

Commission Learns of Acute Short-
age Due to Lack of Cars and
Miners—Inquire Into North-
west Rate Cases.

OREGONIAN NEWS BUREAU.

Washington, Aug. 31.—Interstate Commerce Commissioner Franklin K. Lane left Washington today to investigate the car-shortage and coal-supply situation as it is affected by the transportation facilities in the Northwest. He will begin his investigation at St. Paul next Wednesday, and extend it west to Portland and Seattle.

Information reaching the Commission is to the effect that a repetition of the conditions of last winter is threatened in the Northwest, and that there is an acute shortage of coal in the Pacific Northwest," said Mr. Lane today.

"The Government relieved the situation somewhat by getting a coal supply for the military posts, Indian agencies and schools this summer and fall, but information about the supply for domestic consumption is lacking.

"I am informed that there is a scarcity of labor for the mines in the Northwest. I don't know whether this is true, but will try to get exact information on the subject. The Commission is ready to do as it did last year, when it urged the roads to get fuel to threatened points as rapidly as possible, but would rather see the people themselves get their supplies before the crops begin to move."

Beginning at Spokane, Mr. Lane will hear complaints filed with the Commission against various roads. The Spokane complaint is against the Northern roads for an overcharge on short haul for the waterworks. Several firms in Seattle have also filed complaints against roads for overcharges on shipments of shingles and lumber to the East and Southwest, and the Oregon Railroad Commission has complained against the rate on denatured alcohol from Chicago. This latter case will be heard in Portland.

Mr. Lane said he would not hold any hearings on the increase from 40 to 50 cents on lumber from the Pacific Coast to Mississippi-River and Missouri-River points, which goes into effect October 1. No complaint has been filed, and even if it is filed soon, the parties to it could not be ready for hearing by the time he reaches the Coast.

COMMISSION BADLY DIVIDED

Decision on Industrial Railroads
Puts Others at Their Mercy.

WASHINGTON, Aug. 31.—(Special).—By a majority decision the Interstate Commerce Commission has declared the railroads throughout the country again open to the attacks of so-called industrial lines. The ruling, however, has caused an apparently hopeless division among the members, and a strenuous effort is being made in several quarters to have the case reopened and rediscussed.

The decision was written for the majority by Mr. Protty and was accompanied by two dissenting opinions, one of the latter by Mr. Clark, brief and snappy, the other by Mr. Harlan, and both concurred in by Chairman Knapp. Mr. Harlan's opinion is learned in its exposition of the law of the case and also as to the probable effect of the majority decision.

The decision of the majority is the more

surprising, because it recognizes a railroad one mile long constructed by a commercial organization to be a common carrier and therefore entitled to a division of through rates. At least such is the effect, according to the three dissenters.

The case is the McRae Terminal Railway against the Southern Railway Company and the Seaboard Air Line. The first named line was built by the McRae Oil & Fertilizer Company, located at McRae, Ga. It consists of a road about a mile long extending between the Southern Railway and the Seaboard Air Line. It is incorporated under the laws of Georgia. After it had laid its track the company sought and was refused a connection with the two systems defendants to the petition. The Terminal cost about \$500, is laid with 60-pound rails and owns one flat car and one locomotive.

The company operates a mill near the Seaboard Air Line and this is connected with the big road by a switching track. The Terminal Railway is constructed to within a few feet of this. The fertilizer company's plant is the only one on the Terminal road and it originates about 65 carloads of freight a year.

The identity of interest between the Fertilizer Company and the Terminal Company was sufficiently established to make it appear that the traffic of the Fertilizer Company would be controlled by the Terminal.

The majority of the Commission thought that it was significant that one of the growing cities of 200 people, should make no effort, but leave the Seaboard Air Line to handle the traffic originating there.

PREPARES FOR FAST TRAINS

Harriman Testing Bridges on Illinois Central.

CHICAGO, Aug. 31.—(Special).—Elaborate bridge tests now being made by the Illinois Central Railroad in Iowa have given rise to persistent, and apparently well-founded rumors that E. H. Harriman is planning to put into operation in the near future the fastest transcontinental service ever known. The immediate purpose of the tests is to determine at what rate of speed the heavy trains can be run across Iowa bridges.

The fact that a number of electrical experts from Cornell University and the University of Wisconsin are assisting the regular testing crews, and making exhaustive tabulations of the number of vibrations caused by the passage of trains driven at varying speed gives color to the rumor. The tests are being made with a large motor engine, two box cars heavily loaded, and a caboose. This train is rushed over the bridges at frequent intervals for from one to two days and electrical devices are employed to determine the result of vibrations of the structures.

The structures tested so far are said to be in a condition to accommodate high-speed trains without peril, but it is probable that a number of others will require re-enforcement. Considering the thoroughness of the tests some time is expected to elapse before definite announcements can be made by officials of the Harriman lines.

TWO-CENT FARE FOR KANSAS

Hoch Orders Railroad Commission
to Make General Reduction.

TOPEKA, Kan., Aug. 31.—(Special).—The State Railroad Commission, acting on a suggestion from Governor Hoch, filed by its attorney, ordered the various Kansas lines to put the flat 2-cent passenger fare into effect, and the companies will obey at least until the courts of Nebraska and Missouri shall have passed on their own laws.

The Governor sent a letter to the Commission pointing out that, under an act of the late Legislature, it had full power to order in flat 2-cent fares, if it found that such rates were not confiscatory. He held that, because Nebraska and Missouri were enjoying 2-cent maximums, Kansas should have the same figure. He made it plain, if the various Kansas lines to put the flat 2-cent passenger fare into effect, and the companies will obey at least until the courts of Nebraska and Missouri shall have passed on their own laws.

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COLONEL TUCKER UNDER LIMELIGHT

Inquiry Into His Con-
duct in Southwest.

TWO SIDES TO THE CHARGES

Evidence of Mrs. Platt's Bro-
ther Is Secured.

SHE DENIES THE CHARGE

Colonel's Recent Visit to Raton Ig-
nored by Local Newspapers, but
Mrs. Platt Got Much Publicity
and Gave a Banquet.

DENVER, Colo., Aug. 31.—(Special).—

Under orders from General Thomas, of the Department of the Colorado, Lieutenant George Spalding is at Raton, N. M., gathering all available information in connection with the Tucker-Platt sensation. General Thomas detailed Lieutenant Spalding after instruction had been received from the War Department, to make a report on the New Mexico end of the Tucker domestic trouble. The dispatch was not marked confidential, and so there is no secrecy in the mission of Lieutenant Spalding.

Two Sides to Story.

From the fact that his time in Raton has been spent in the company of C. M. Frey, the brother of Myrtle Platt, the woman against whom Mrs. W. F. Tucker and her brother, John Logan, complained to the War Department, it appears that the Department considers that there are two sides to the story of Colonel Tucker's alleged infidelity. It is rumored officially that the Department inclines to the belief that there is nothing in the charges against Lieutenant-Colonel Tucker, who belongs to the division of the Great Lakes.

When Lieutenant Spalding arrived in Raton he located C. M. Frey, a Santa Fe railway engineer and brother of Mrs. Platt. They spent the remainder of the day together and Lieutenant Spalding only left Mr. Frey when the engineer had to take his train on his usual run. They spent their time in the hotel, where, it is said, Frey signed a number of papers supposed to be depositions in connection with the investigation. Together the two men called on Mrs. Platt. She telephoned her attorney as soon as they had left, and when they returned a second consultation was held.

Mrs. Platt Denies Charges.

Mrs. Platt is said to have denied in toto the charges made against her by Mrs. Tucker and to have said some sensational things on the other side. The Tuckers were once stationed in Santa Fe and spent several years there. A popular Santa Fe doctor's name has been dragged into the case.

When Colonel Tucker visited Raton, no mention was made in the press of his presence, although the arrival of Mrs. Platt was noted in these words:

"Mrs. Ralph Platt, recently of Manila, Philippines, is spending a few weeks in Raton, the guest of her brother, C. M. Frey, and is stopping at the Seaboard Hotel. Mrs. Platt is the widow of the late Captain Platt. She resided in the Philippines for eight years, and is quite conversant with the general situation there."

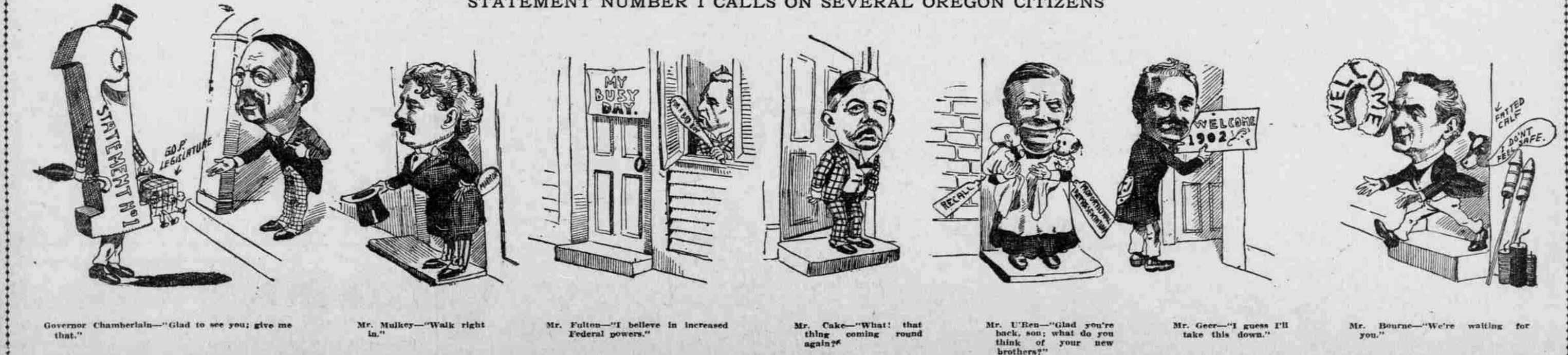
Banquet Was Postponed.

This was printed on the same day that Mrs. Platt engaged the services of a hotel chef to prepare a banquet for Colonel Tucker and his staff, which banquet was postponed, however, until August 1, when it was given as planned minus his staff, as Colonel Tucker came unattended.

Five Terrorists Executed.

WARSAW, Aug. 31.—Five terrorists were executed in Cadel during the past week.

STATEMENT NUMBER 1 CALLS ON SEVERAL OREGON CITIZENS



Governor Chamberlain—"Glad to see you; give me that."

Mr. Mulkey—"Walk right in."

Mr. Fulton—"I believe in increased Federal powers."

Mr. Cooke—"What's that thing coming round again?"

Mr. U'Ren—"Glad you're back, son; what do you think of your new brooms?"

Mr. Geer—"I guess I'll take this down."

Mr. Bourne—"We're waiting for you."