

TAFT TELLS MORE OF PLANS

WILL ASK CONGRESS TO ENACT A SHIP SUBSIDY LAW.

Thinks New Steamship Lines Can Be Created on the Pacific—Proposes to Give Alaska a Government Similar to That in Force in the Philippines.

SEATTLE, Wash., Sept. 30.—As President Taft was walking through the Utah building at the exposition here this afternoon a pretty girl squeezed in between the secret service guard and said:

"Oh! Mr. President, I'm in the advertising department; won't you sign your name to our book?"

"Well," said the President, with a smile, "I don't know but what I might as well sign it in the same business."

Whether the President meant that he was advertising his own wares or whether he intended to convey the impression that he was being used to boost the Seattle show depends on the reader. The fact is, nevertheless, that it was a good day for Taft and a fairly good one for the Seattle exposition committee.

Mr. Taft's out and out declaration in favor of ship subsidy legislation in the coming session of Congress and the upbuilding of the merchant marine, both on the Atlantic and Pacific coasts, was received with enthusiasm by an audience of 15,000 persons.

The President's definite recommendations in regard to the strengthening of America's merchant fleet in the Pacific will, in the opinion of his friends here, be a greater Taft "advertisement" in the Pacific States than anything he has done since he became President.

Seattle people already have painted in their mind's eye the picture of the mighty city of the future which the President has outlined at this point in his Pacific ship subsidy, and similar pictures undoubtedly are being painted in other Pacific Coast cities.

The President proposes that the \$6,000,000 or \$7,000,000 of annual profit on the foreign mail business shall be applied to the upbuilding of the merchant marine. In the President's opinion this would be sufficient to put two or three Oriental lines and several lines running from Eastern ports to South America on a satisfactory basis.

The President's speech also foreshadowed important recommendations by him to Congress in reference to the Government of Alaska. The President proposes to reorganize the Territory of Alaska, putting it on practically the same basis as the government in the Philippines.

He would have a Governor appointed by the President and a commission of five, also to be chosen by the Executive, who would exercise the legislative powers of government. The President would make both the Governor and the commission answerable to one of the departments in Washington. He holds that condition is not right for regular territory. The Government of Alaska.

The President's speech was delivered in the great amphitheatre of the exposition grounds. The great crowd rose tier by tier to the top of the great group and those at the top seemed to be roosting on the limbs of trees.

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exposition managers at the headquarters at the New York State Building and in the evening he attended a dinner in the Washington State Building.

Special precautions were taken to protect the President and his party from the throngs of admirers who were to be handled well. The President was accompanied everywhere by a reinforced secret service guard and by a big squad of police or Regular troops.

There was no public handshaking reception. The President will visit the exposition again tomorrow and will leave here at 4 o'clock in the afternoon by boat for Tacoma.

Here is what the President had to say on the subject of ship subsidies and the merchant marine:

The Panama Canal will be completed on or before the 1st of January, 1915, and with its completion the trade between the Eastern and the Western coasts of this country will be revolutionized, for the carriage of heavy bulk merchandise between the Pacific and Atlantic coasts is almost certain to be by water. This will reduce the transcontinental business to the carriage of the more valuable classes of merchandise, which can probably pay a higher rate of transportation. More than this, it will change the avenues of international trade, will bring the Eastern coast of America closely in touch with the Western coast of North America and will greatly facilitate the direct transportation from the West coast of America to European ports.

China is waking up. She is approaching a period of development that cannot but increase her trade and importance as a nation. Her coasting trade with Japan and all the other Oriental countries are moving onward with giant steps in the commercial competitions of the world. The many prophecies that have been made in the past half century the commercial greatness of this country, while it seems more decidedly in the Pacific than anywhere else are certainly well founded, and under those conditions it behooves us Americans interested in pushing our trade into every part of the globe to take steps to create a condition that is humiliating to our national pride and most burdensome to us in competition with other nations in obtaining international trade.

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to bring the Territory under the management of one bureau, as was done in the Washington, so that all the officials in the government shall have to respond to one head and so also that the interests of the entire Territory shall be centered in the responsible bureau chief in Washington, whose business shall be through his department chief to present to Congress the needs of the Territory, to follow legislation and to attend to everything at the national capital in which the people of the Territory are interested. It is not necessary that the delegate shall be dispensed with, but an executive office with records, with information and constantly active can greatly contribute to the welfare of a territory for which it is responsible. It is located at the national capital and when understood to have the proper authority and responsibility.

Certain general laws, like the mining laws, the forestry laws, the customs laws and the land laws, should be passed by Congress and perhaps executed by national officers, but this would leave a wide domain for domestic legislation, which it seems to me ought to be entrusted to some local authority on the ground and having the knowledge of local needs. Of course, if the Territory were so settled with a permanent population more or less equally distributed through its extent such legislative power might be entrusted to an elected Legislature, but for the reasons I have given it seems to me that it would be much wiser to entrust this local legislative power to a commission of five or more members appointed by the President to act with the Governor in the discharge of such legislative functions.

It seems wise not to confer legislative functions on the Governor alone, but to assist him in its exercise by the addition of competent persons who will live in the Territory, who will be familiar with its local needs and bring to the attention of Congress and the Executive such additional legislation as may from time to time be wise.

It will be observed that this is practically the arrangement which was given to the Philippine Islands, although the resolution had more legislative authority than it would be wise or necessary to give to the Alaska commission.

Objection will be made on the ground that this is treating the people of Alaska, who are generally freemen and who are free to do as they please, as if they were a dependency of persons unfit to exercise the power of self-government. I cannot deny that the people in Alaska are such as in my judgment to prevent the Territory from being self-governed safely to that Territory.

It is not because of the character of the people, if they were permanent residents sufficient in number and sufficiently distributed to warrant the establishment of representative government, but conditions that exist are such as to put them for the time being in a position justifying a similar treatment to that of the Philippines.

Indeed it would be a great deal better government than at present, because it would be vesting power in a local authority familiar with local needs, and to-day no such power exists. In other words, it would be a great advance over the present conditions. I do not know that Congress will agree with me in this view, but a personal experience in the practical operation of such a system of government for the benefit of the Territory governed leads me to feel justified in making such a recommendation. The Territory will develop much more rapidly and the boon of self-government will come much more quickly under such a system than as government is being carried on at present.

The future of Alaska is big with prosperity and great productivity, but it needs intelligent legislation to develop it quickly and in the right way. I know that a better method of securing such a result than by a properly constituted commission. There is an opportunity for Congress to aid in the construction of certain railroads which will largely develop the Territory and which private enterprise is not able or willing to undertake unless it receives some sort of guarantee from the Government. That I would unhesitatingly recommend, because Alaska is a Territory in which private capital cannot be expected to build the first railroads.

I am especially interested in Alaska because her development has been delayed by the lack of appropriate legislation and because I know something of the needs of a land so far distant. Of course the law should give power to the commission, as wisely to affect the proportion of trade which is coming to the United States by the very limited service of a direct character between New York and South American ports.

I need not tell you of the inadequacy of the American shipping marine on the Pacific coast and the growing power for commercial purposes in this regard of the empire of Japan. Japan is one of the most active and generous countries in the matter of subsidizing its merchant marine and has the effect is only too visible in an examination of the statistics.

For this reason it seems to me that there is no subject to which Congress can better devote its attention in the coming session than the passage of a bill which shall encourage our merchant marine in such a way as to establish American lines directly between South American ports and between our Pacific coast ports and the Orient and the Philippines.

We earn a profit from our foreign mails from \$6,000,000 to \$8,000,000 a year. The application of that amount would be quite sufficient to create a satisfactory basis two or three Oriental lines and several lines from the East to South America. Of course we are familiar with the argument that this would be contributing to private companies out of the Treasury of the United States, but we are thus contributing in various ways on similar principles in effect both by our protective tariff law, by our river and harbor bills and by our reclamation service. We are not putting money in the pockets of ship owners, but we are giving them money with which they can compete for a reasonable profit only with the merchant marine of the world.

From my observation I think the country is ready now to try such a law and to witness the effect in a comparatively short way upon the foreign trade of the United States. If it is successful experience will show how the policy can best be expanded and enlarged and the American commercial flag be made to wave upon the seas as it did before our civil war. It is true that our foreign trade is great and increasing, and this without the merchant marine, but it is also true that the ownership of a merchant marine greatly enhances the opportunities for extending trade for the merchants of the country having such a merchant marine.

There is no part of the country more interested in the development of this policy than Seattle, Washington and the whole Pacific coast. With the enormous energy and potential force that you have developed in your community here for trade and business expansion it cannot have escaped the foresight of your business captains and the development of a merchant marine means the growth of Seattle into a port of such importance that hardly the lively imagination of her ambitious citizens can compass it.

In reference to Alaska the President said that he had authorized the Territory having adequate jurisdiction to meet the exigencies of such a young but potentially progressive Territory. Such a Territory in his opinion has need of local legislation and local government, but he believed that it would be a great mistake for Congress to give to Alaska, as has been proposed, the regular form of territorial government under which a Legislature and the Governor might be elected.

"I don't think," said the President, "that the Territory has a population of sufficient number or sufficient ability and permanence of residence to warrant the delegation to a locally elected Legislature of such authority."

The President continued: "My own judgment is that the only way properly to develop Alaska for the benefit of everybody in it is

THE SECOND CLARK SUICIDE

RECALLS FAMOUS RESORT OF THE OLD TENDERLOIN.

Fortune Clark Made There Went Quickly—He Started Life as an Oyster Opener and Ended Just Where He Began—The Son and Daughter Both Suicides.

Memories of "Clark's" and the old Tenderloin, the Tenderloin that centered around the Haymarket and knew Long Acre Square as a region of board fences and old buildings, were revived yesterday when John J. Clark, Jr., was found dead in a little room in the Mills Hotel at Seventh avenue and Thirty-sixth street with a bullet hole in his temple. Clark was the eldest son of the keeper of the famous resort, the Tenderloin. When his father was worth a fortune he used to pick his way among the patrons of the place seeing that they were all taken care of, that the girls didn't get too lively and that the man with money to spend had a chance to spend it.

The fortune that was made by Clark brought many ills in its train. Its possessor, the proprietor, passed quickly from prosperity to penury, drifting down to Coney Island to keep an oyster stand after owning a trotting stable. A daughter, Anna, not many years ago committed suicide by jumping off the elevated station at 110th street, and yesterday the boy who had helped the father when his place was frequented by the sports of the town followed the example of his sister.

Young Clark had been staying at the Mills Hotel for four days. He had been in the city for a week or so, but had frequently threatened to kill himself. He had been working recently as a timekeeper in a restaurant.

More than a score of representatives of food and drug manufacturers attended to-day's hearing, as well as the representatives of bottle manufacturers, cheese makers and butter makers. The pure food regulations allow a "reasonable" variation from the stated weight or measure of packages to allow for evaporation, etc., and Dr. Wiley strongly intimated at to-day's hearing that this variation had been found by the board to be always on one side—that is, below the stated weight or measure.

In closing the hearing Dr. Wiley said that the board did not expect absolute accuracy in the weight or measure of food stuffs or drugs, but what it did desire in construing the pure food law was a reasonable degree of variation and not a "variation in one direction" that is, always below the weight or measure stated.

As a result of the hearing the board will formulate new rules and regulations on the subject of weight or measure of foods and drugs subject to the pure food law which will be more comprehensive and liberal than those now in existence.

Midshipman Eccleston Allowed to Resign. WASHINGTON, Sept. 30.—Midshipman Howard R. Eccleston of Missouri, a member of the first class at the Naval Academy, has been allowed to resign from the service because of "inaptitude." Eccleston was deficient both in department and scholarship and his case was reported to the Navy Department by Capt. Bowyer, superintendent of the academy, along with four other midshipmen who resigned recently from the naval service. He was admitted to the academy on July 11, 1905. He is a son of W. W. Eccleston, who is connected with the Baltimore and Ohio Railroad.

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SPECIAL NOTICES. THE WALKING IS GOOD during the Hudson-Fulton Celebration, if you shake into your shoes ALLEN'S FOOT-EASE, the antiseptic powder for the feet. It rests the feet and makes walking easy. Believes tried, swollen, aching feet and instantly takes the sting out of corns and bunions. We have over 30,000 testimonials. It helps you walk. Sold by all Druggists, etc. Do not accept any substitute. ALLEN'S FOOT-EASE. Address Allen S. Olmsted, La Roy, N. Y.

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Chong Fook Nam, who acted as spokesman, said that on Wednesday afternoon he and his companions were driven quietly in the rear of the store when several of Inspector Daly's plain clothes men pushed into the room and on the pretense that they believed gambling was going on handled the Chinamen roughly and wrecked the furniture. They made no arrests.

After the detectives left an ambulance surgeon was called to attend Li Yu, who had been kicked in the stomach. The appearance of the rear room of the store bears out the Chinamen's story of the raid. Capt. Galvin referred the Chinamen to Inspector Daly and they are going to see him this morning. If he fails to act they say they will appeal to the Commissioner. They recognized only one of the detectives whose name they gave Capt. Galvin.

SPECIAL NOTICES. THE WALKING IS GOOD during the Hudson-Fulton Celebration, if you shake into your shoes ALLEN'S FOOT-EASE, the antiseptic powder for the feet. It rests the feet and makes walking easy. Believes tried, swollen, aching feet and instantly takes the sting out of corns and bunions. We have over 30,000 testimonials. It helps you walk. Sold by all Druggists, etc. Do not accept any substitute. ALLEN'S FOOT-EASE. Address Allen S. Olmsted, La Roy, N. Y.

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HEARING ON PURE FOOD ACT. New Rules to Be Made Regarding Weight or Measure of Foods and Drugs. WASHINGTON, Sept. 30.—There was an animated hearing to-day before the board of food and drug inspection of the Department of Agriculture, of which Dr. Harvey W. Wiley is chairman. The pure food act provides that a statement of the weight or measure of food contained in a package is not required, but if any statement as to weight or measure is contained on packages it shall be a chief statement of weight or measure.

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