CAMERON BARS OUT GOVERNOR'S DEPUTY

"I Will Not Consent to Specials in My Office," Says District Attorney.

"EXECUTIVE IS DERELICT"

"You 'Tend to Your Business, I'll 'Tend to Mine," Declares Prosecutor in Retort and Criticism Flung at Mr. West.

District Attorney Cameron Saturday night issued a formal statement in which he attacked the Governor's activity in Portland and charged the Executive with being derelict in performing his own plain duties. He assumed an attitude of defiance toward the Governor's declaration of intention to place special deputies in his office to prosecute the vice cases, and asserted that the Governor might better attend to the duties of his own office and leave the officers duly elected to prosecute the criminal element to attend to theirs.

He attacked Governor West's prison policy as one that tended to attract criminals to the state, and said that it nullifies the efforts of every Sheriff and District Attorney in the state.

Replying to the charges of "double-crossing" made by the Governor Friday, he declared that the prosecution of Bailey, the Dairy and Food Commissioner, failed because the Governor had "no case except a case of swell head and a desire for political revenge on Mr. Bailey."

Trading Favors Shown.

"The Governor says I turned him down in the Bailey prosecution," he said. "The facts are these: At the time the Legislature met I had but four deputies and there was work for six or eight. The Legislature authorized me to employ two more. The Governor opposed this bill, but finally said if I would prosecute J. W. Bailey he would not veto the bill. I told him I would prosecute any case for any citizen including himself before a Multnomah County grand jury; and if an indictment was returned I would do my best to secure a conviction. The Governor seems to think he traded with me, thereby violating his own oath of office as Governor and trying to induce me, as District Attorney, to do the same thing.

"While it was a matter of common report during the Legislature that the Governor would trade vetoes for almost anything, so far as I am concerned I never made any deals of this kind with him. I did, however, present the facts in the Bailey matter to the grand jury and undertook to try the case, but the trouble was that the Governor did not have any case except a case of swell head and a desire for political revenge on Mr. Bailey.

"In all of his interviews the Governor says he is going to clean up Portland even if he spends the savings of the West family. There is a little matter I have deferred for some time asking the Governor, but I guess this is as good a chance as any. There is a piece of land lying east of the Statehouse which the state officers and Legislature were expecting for several years to buy in order to open up the Capitol grounds through to the railroad. Immediately after West's election he bought a part of this land. It is current report that the minor heirs owning the land received $1500 for their interest, and I understand it is a matter of record that the state paid $8500 when the deed was made over. I would like to know if it is a fact that there was a difference of $7000, and if so, is that a part of the West savings he refers to.

Mileage Is Questioned.

"I would also like to inquire whether the mileage from Washington back to Oregon when he went as a witness against Binger Hermann, and when he went back ostensibly to consult with Government officials, but in fact to see Chamberlain and Bourne for the purpose of arranging the details of his gubernatorial campaign, is part of the West savings.

"Incidentally I would also like to know about that ranch which lies south of the penitentiary grounds which certain enterprising real estate men have for several years been trying to sell to the state for several times its actual value. I am reliably informed that the heirs who owned this land have some time very recently conveyed it to James R. Linn, one of the Governor's intimate friends and a member of his penitentiary parole board. I would like to know whether this batch of sour land and rocks will be saddled off on the state.

"There is a further rumor abroad which is interesting some Oregon people, to the effect that some of the Governor's prison pets are constructing a cottage for him at the seashore. The fact about this statement would also be of interest to the people.

"But reverting to the present situation, I wish to say that to my mind the law should apply to all alike, whether he be a Governor with the swell head or a citizen with an itching palm and provided with a mask, or any other person. The law says that when a man is guilty of first degree murder he shall hang. West has set that law aside and decreed that no man shall hang during his term. As a result more vicious murders have been committed in Oregon during the last 18 months than during all other previous history of the state. The law says that when a man has been convicted of a felony he shall be confined in the penitentiary for a definite time, but the Governor says 'No! I will by my pardoning power create a general jail delivery and turn these innocents loose upon the state, with the result that every Sheriff and District Attorney in the state finds his efforts nullified and every circuit judge feels when he sentences a prisoner to the penitentiary that it is a waste of the taxpayers' money.

"West Policy Failure," He Says.

"The result is that our efforts at law enforcement are a joke and Oregon has become the mecca for the worst class of criminals in the country. Other state have laws by which, when a man has served two terms in the penitentiary, if he is convicted a third time he is sentenced for life. The result of the West prison policy is to attract all of these third term men to Oregon, together with other light-fingered gentry and bunco men from all over the United States. If West will leave the penitentiary doors closed for a while we will in a short time corral these vicious and undesirable characters. His present policy has signally failed and he now knows that the people regard it as a failure and he is seeking to detract attention from his own mistakes and illegal acts by false charges concerning other officers in regard to the poor, unfortunate fallen women of the City of Portland.

"Unlike the Governor, I am not a policeman or a one-legged constable. I have all I can do to prosecute cases which are before me, and with that true old Democrat, Sylvester Pennoyer, I can say to Governor West as Pennoyer did to Grover Cleveland under similar circumstances: 'If you will attend to the duties of your office and mind your own business I will mind mine.'

"If the Governor thinks he can put any of his deputies or specials in the grand jury room or supplant me in the courtroom with any of them I can say, 'time will tell.' For my part he will have to do it. I will never consent. I was elected by the people to do certain things and I am doing them and am going to continue doing them. He was elected by the people to do certain things and he has signally failed in the discharge of his own plain duties. I suppose that the net result will be that the officers will continue to apprehend the thugs, murderers, blacklegs and crooks which now infest Oregon and he will release them from the penitentiary as soon as we get them into it.

Eugene Murder Cited.

"To my mind it would be far better for the Governor to devote his criminal catching-abilities to the apprehension of the fiend who murdered and ravished the little Green girl at Eugene and other innocent women of the state who have been ravished and murdered since his prison and no-hanging policy, than to expend his official energies in chasing a Portland pimp into some other city. The general public feels more interest in avenging the crime at Eugene than over the trivial situation at Redmond. But it seems to excite the Governor more to find some fellow playing penny pinochle in a remote section of the state than to learn of the murder and violation of some innocent 12-year-old girl. But buncombe and braggadocio seem to be the strong cards at the executive offices these days, and so I presume we will continue to see more ravishers and murderers turned loose upon the state and at the same time hear loud shouts about public reform from the capital."

WHITE FLAYS COLONEL

DEMOCRATS HEAR PROGRESSIVES SHOWN UP.

Growth of Trusts Charged to Be From 149 to 10,020 During Candidate's Administration.

Assailing the tariff, which he declared was responsible for the trusts, Samuel White in an address before the Progressive Democratic Club Friday night vigorously attacked ex-President Roosevelt and George W. Perkins, Roosevelt's financial backer in the pending campaign. Mr. White charged that in the seven and one-half years of Roosevelt's Administration the number of trusts in this country increased more than 100 times.

"When Roosevelt first became President," said Mr. White, "there were 149 criminal trusts in the United States. After seven and one-half years of his Administration the number of these illegal combinations had increased to 10,020, while 70 per cent of their stock was water.

"In 1904 the Standard Oil Company contributed $125,000 to the Roosevelt campaign corruption fund and Roosevelt asked for $150,000 more from the same source. As to Harriman, the railroad man contributed $260,000 to the Roosevelt campaign fund. In the same year George W. Perkins was president of a life insurance company and abstracted the funds of the company and contributed to the Roosevelt campaign fund.

"Today Perkins is a great Progressive in the Bull Moose party. He is referred to as an angel fighting for the Lord, but it is the same George W. Perkins of insurance infamy, notwithstanding the fact that he is campaign manager for Roosevelt, ex-partner of J. P. Morgan & Co., and now principal owner of the harvester trust, which is being prosecuted by the Government under the direction of President Taft and Attorney-General Wickersham.

"The new Roosevelt, so-called, is the same Theodore Roosevelt of the Tennessee Coal & Iron Company scandal."

FARM CALLS HEBREWS

JEWISH ASSOCIATION TO AID AGRICULTURAL PROGRESS.

Aim of New Organization Is to Help Land Development by Education and Financial Assistance.

An organization known as the Hebrew Agricultural Association of Oregon was installed recently in the vestry rooms of the Talmud Torah Synagogue at Sixth and Hall streets, having as its purpose the encouragement of co-religionists to enter actively in the "back to the farm" movement by cultivating and developing farm sites. The association operates under a charter from the State of Oregon.

The ultimate success of the movement is attested by the fact that already some 25 or 30 well-to-do Jewish families have signified their intention of withdrawing from mercantile pursuits and becoming agriculturists pure and simple. Where aid would be acceptable the society has offered aid to the settlers by loans without interest assessment. Several of the farm seekers are to file upon Government lands.

A mass meeting of the organization will be conducted next Thursday evening at 8 o'clock in the vestry rooms of the Temple Beth Israel. At this time illustrated lectures will be delivered and an expository discussion of the general movement indulged in. The speakers are announced as Rabbi Jonah B. Wise, D. Solis Cohen and Charles W. Robinson. Anyone interested is cordially invited to attend.

The officers of the association recently elected for the coming year are: President, A. Zidell; first vice-president, Rabbi Jonah B. Wise; second vice-president, M. Ostrow; third vice-president, M. Abrams; secretary and legal adviser, David N. Mosessohn; treasurer, S. Herns; directors, J. Margulies, I. J. Sherman, A. Mesher, E. Agron and Phil Stein.

The constitution and bylaws were framed by Rabbi Jonah B. Wise, David N. Mosessohn, A. Zidell, A. Mesher and A. Tilles.

AGE NO BAR TO MARINER

Old Sailor, Aged 82, Rows Over Newport Bar in Dead of Night.

EUGENE, Or., Aug. 25.—(Special.)—Word comes from Heceta Head, north of Florence, that one day last week W. H. Maurice, an aged mariner reached that point in an 18-foot dory, crossing in over the Cape Creek bar in the dead of night without accident. Maurice is reputed to be 82 years old. His little craft was towed out over the bar at Newport. When he could not raise his sail, he took to the oars and in 20 hours covered the 26 miles to the Head and at 3 o'clock in the morning crossed into the little bay.

Captain Hansen, keeper of the light, declares that only once in 14 years has he crossed this bar without capsizing and here in the dead of night an old man crossed without even getting wet.

COAST WINS FIGHT AND WILL BENEFIT

J. N. Teal Says Panama Canal Bill Is of Inestimable Value Here.

RAIL OPPOSITION STRONG

Chief Interest Not Free Tolls but Prohibition of Roads Owning Interest in Vessels, Explains Mr. Teal.

When President Taft signed the Panama Canal bill Saturday afternoon the Pacific Coast won a victory that is destined to bring it benefits the value of which it cannot begin to estimate, is the opinion of Joseph N. Teal, attorney for the Portland Chamber of Commerce and chairman of the committee representing all the chambers of commerce of the Coast before the various Congressional committees having the measure in charge.

Commercial bodies in California and Washington have not hesitated in giving Mr. Teal credit for his success in having the bill pass both houses and go up to the President for signature in its present form—the form for which the Coast contended from the start.

It was through Mr. Teal's efforts that the amendment compelling railroads to divorce themselves from ownership in any so-called competing water lines was offered.

Railway Clause Important.

"The chief contest in connection with the bill," he said yesterday, "has not been on the question of free tolls and domestic traffic or the violation of treaty rights, but underlying opposition to vessels owned or controlled by the railroad companies and granting the Interstate Commerce Commission power over terminal situations and control over water carriers."

Mr. Teal summarizes the bill as follows:

Other than the direct operation of the canal and the governement of the Canal Zone there were four salient points presented for the consideration of Congress. On April 11, 1912, before the committee on inter-oceanic canals, of the Senate, I stated that the Pacific Coast generally favored the following propositions:

Free Tolls Paramount.

First—That no tolls be charged on domestic traffic, or on American vessels engaged in that traffic passing through the Panama Canal.

Second—That no railroad company subject to the Act to Regulate Commerce shall be permitted to own, control, operate, or be interested in any competing water line, whether using the canal or not.

Third—That adequate provision should be made against combinations between competing boat lines and between such lines and the railroads.

Fourth—That provision be made requiring the exchange of traffic between water and rail lines.

Briefly, the bill provides as follows:

1. No tolls shall be levied upon vessels engaged in the coastwise trade of the United States.

2. Foreign vessels not more than 5 years old, wholly owned by citizens of the United States, or corporations organized under the laws of the United States, or any state, may be registered in this country and engage in trade with foreign countries, but cannot engage in coastwise trade.

3. Materails for construction or repair of vessels, or their machinery, built in the United States, and all articles necessary for their outfit and equipment, may be imported into the United States free of duty.

Tolls Are Regulated.

4. In general, the tolls charged may be based upon gross or net registered tonnage, etc., or otherwise. Tolls may be lower upon vessels in ballast than upon vessels carrying passengers or cargo. When based upon net registered tonnage or ships of commerce, tolls shall not exceed $1.25 per net registered ton. If tolls are not based upon net registered tonnage they shall not exceed the equivalent of $1.25 per net registered ton, or be less in any form of tonnage than 75 cents. The toll for each passenger shall not be more than $1.50.

5. Authority is given the President to establish drydocks, repair shops, to provide coal and other materials, labor, repairs and supplies to be supplied at reasonable prices to passing vessels.

6. After July 1, 1914, it is unlawful for any railroad company, or other common carrier subject to the act to regulate commerce, to have any interest whatsoever, or in any way or in any manner in any common carrier by water operated through the Panama Canal, or elsewhere, with which said railroad or other carrier does or may compete for traffic. Jurisdiction is conferred on the Interstate Commerce Commission to determine questions of fact as to the competition or possibility of competition. If the Commission shall be of the opinion that any specified service by water other than through the Panama Canal is being operated in the interest of the public and is of advantage to the convenience and commerce of the people, and that such extension will not exclude, prevent nor reduce competition on the route by water under consideration, the Commission may by order extend the time during which such service by water may continue to be operated beyond July 1, 1914. The rates, schedules, etc., of such water carrier shall be filed with the Commission, and shall be subject to the act to regulate commerce, to the same extent as is the railroad or other common carrier controlling such water carrier. All vessels operated or controlled by any person or company violating the anti-trust act is excluded from the coastwise or foreign trade of the United States, and is not permitted to pass through the Canal.

Connections Can Be Forced.

7. The Interstate Commerce Commission is given power:

(a) To require physical connections to be established between a rail carrier and the dock of a water carrier by requiring the rail carrier to make suitable connection. This provision applies where the dock is owned by other parties than the carrier involved.

(b) To establish through routes and maximum joint rates between rail and water lines, and determine the terms and conditions under which such lines shall be operated in handling the traffic.

(c) To establish maximum proportional rates by rail to and from the ports to which the traffic is brought, or from which it is taken by water carrier, and determine what traffic and in connection with what vessels and the terms and conditions such rates shall apply.

(d) To require railways having arrangements with any water carrier operating from the ports in the United States to a foreign country, for the handling of through business between interior points of the United States and such foreign country, to enter into similar arrangements with any or all other lines of steamships operating from said port to the same foreign country.

"The foregoing," continued Mr. Teal, "are the important provisions of the law so far as the public generally is concerned. The rest of the provisions apply to the government of the zone and the operation of the canal.

Law Considered Important.

"I consider the law one of the most important pieces of legislation passed for many years by Congress. It vitally affects the interests of the Pacific Coast and its operation will unquestionably have powerful effect on the development of the Coast. It is, therefore, easily understood why the Pacific Coast has taken a very active part in it.

"At a joint meeting of the representatives of the chambers of commerce of the Coast, held in San Francisco October 9, 1911, I was named as chairman of the committee to represent the interests of legislation in connection with the canal.

"The Coast stood for free tolls on domestic traffic and inhibiting railroad-owned boat lines.

"Personally I went further and insisted on railroads being required to disconnect themselves from ownership in any of the so-called competing water lines which have been used all over the United States to destroy independent operation and real competition. I feel very much pleased that Congress adopted this view.

Wheeler Given Credit.

"William R. Wheeler, of the San Francisco Chamber of Commerce, has probably done more work than any one individual. The San Francisco people kept him at Washington during the entire session, and I am glad to testify both to his ability in handling the subject and to his final success. Mr. Wheeler telegraphed me at 6:45 tonight that the President had signed the bill.

"The opposition has had behind it the most powerful interests in the United States and I think it is a matter of great satisfaction that Congress is freeing itself from the influences which have dominated legislation in the past.

"There is no question that the United States has the right under the treaty to grant free passage to American ships through the canal when engaged in domestic commerce. Indeed, President Taft and many other high authorities go much farther and assert that the United States has the right, with respect to its own ships, to deal with them as it sees fit.

"However, the law, as passed, gives free tolls only to vessels engaged in domestic trade and as to our right to do this there can be no question."

SINGLE TAXERS SLIPPING

CHARLES SHIELDS SAYS FELS LITERATURE LOSES VOTES.

Farmers, for Instance, Repudiate New Theory of Taxation When They Understand It.

"If Oregon goes for single tax it will only be because the voters of the state have failed to read the arguments in its favor."

This trenchant comment was made yesterday by Charles H. Shields, secretary of the Oregon Equal Taxation League, after a week's campaigning tour, in which he spoke in a number of the important cities of Southern Oregon. In each town Secretary Shields spoke to from 500 to 1000 people.

"It sounds peculiar, I must admit," said Mr. Shields, "to say that if voters read the arguments of the single taxers themselves they will vote against the U'Ren scheme. But this is the honest truth. It is not my opinion, but the composite viewpoint of several hundred persons with whom I discussed the situation.

"In Jackson County, for example, I found the single taxers claiming that the Southern Pacific pays taxes on a total assessment of less than $300,000. Now (and everyone in Jackson County knows this fact) the Southern Pacific pays one-fifth of the total taxes in Jackson. The road pays a full one-fourth of the taxes in Josephine."

Mr. Shields then pointed out that sentiment was shown to be strongest against single tax in those districts which the Fels-paid writers had deluged with "literature." He found one small town where there was a fairly strong sentiment for graduated single tax. He later learned, he said, that this was one spot in Oregon that had barely been touched by the avalanche of printed matter being poured over the state with the aid of the Joseph Fels fund.

"It was a farmer who brought one peculiar fact to my attention," continued Mr. Shields. "It seems that single tax speakers have been declaring that graduated single tax will increase the taxes of the Southern Pacific in Josephine County, I believe it was.

"'I wish those fools would shut up,' said the honest farmer to me, 'for if they don't the railroad will find out it is being discriminated against. Do you know, Mr. Shields, that in this county the Southern Pacific non-tillable land is assessed at $9.50 per acre, while the non-tillable land of the rest of us is assessed at but $7.70 per acre. Why, they're fools for the want of sense. We farmers don't want to pay any additional taxation and this graduated scheme will mean almost ruin to us.'

"That's just a specimen conversation," remarked Mr. Shields.

"Wherever we were able to have debates, and in one instance in particular, the single taxers—there were just three—retired in high dudgeon, for the crowd absolutely declined to take them seriously, but would keep asking them questions they could not answer. One speaker charged me with misrepresentation—a Mr. Coulter—and I made him sit on my platform and admit that every statement and quotation I made after that was correct. After that he seemed quite impatient to get a train out of town.

"I learned some interesting figures about taxation. The Southern Pacific pays on an assessment of $45,000 per mile of roadbed in Josephine and $56,000 in Jackson Counties. Do you think the taxpayers want to turn to a regime where that roadbed will be assessed just at the value of raw land?

"Farmers, business men and professional men urged us to keep on with our campaign of education. It matters not to us whether we win or lose, but we are determined on one fact—that the people of Oregon shall not be tricked a second time and shall know what they are to vote on."

Mr. Shields reported that prosperity of every kind was to be observed in the various valleys of Southern Oregon. He was driven over the ranches and remarked that in no place in the world had he seen a more wonderful sight.

Claim Agents Hold Meeting.

A meeting of the executive committee of the Pacific Claim Agents' Association was held in the offices of Claim Agent B. F. Boynton, of the Portland Railway, Light & Power Company, yesterday. The meeting was presided over by George Carson, of Seattle, and the purpose was for outlining the work for the year and arranging topics to be discussed at the next annual meeting to be held in Vancouver, B. C., next July. Members of the executive committee present were George Carson, claim agent Puget Sound Traction, Light & Power Company, Seattle; E. H. Odell, Tacoma Railway and Power Company, Tacoma; Thomas G. Aston, Washington Water Power Company, Spokane; E. M. Grover, Northern Pacific Railway Company, Tacoma; A. M. Lee, Northern Pacific Railway Company, Seattle; H. K. Relf, Spokane, Portland & Seattle Railroad, Portland, and Spokane & Inland Empire Railroad Company, of Spokane; and B. F. Boynton, Portland Railway, Light & Power Company, Portland.

PORTLAND TO ENTERTAIN

Eminent Scientists Will Be City's Guests in September.

Preliminary plans are being formed for the entertainment of a party of eminent scientists, traveling under the auspices of the American Geographical Society, which will pass through Portland about September 15. Fifty of the party are from Europe and are being conducted on the present leg of their tour by W. M. Davis, of Harvard University, and a score of leading American scientists.

The reception and entertainment of the visitors will be in the joint charge of the Commercial Club and the University Club. The announcement of the committees and the definite programme of the entertainment will be announced in a few days.

CANADIAN STRIKE ENDS

Desertions Discourage Leaders, and Faithful Few Surrender.

PORT WILLIAM, Ont., Aug. 25.—The striking Canadian Pacific Railway and Grand Trunk Pacific freight handlers have decided to give up the fight and will report for work on Monday morning.

There have been many desertions from the ranks during the day and, convinced that their cause was unpopular, the leaders felt it would be unfair to the faithful few who remained to hold out any longer.

Astrology Is Fortune Telling.

OLYMPIA, Wash., Aug. 25.—(Special.)—The conviction by the Spokane County Superior Court of F. F. Neitzel was affirmed today. The Supreme Court held that, although a horoscope is used, and the performer says that he cannot tell fortunes, but that he may be able to forecast the future with the aid of astrology, which he terms a science, the practice constitutes fortune telling, and therefore the performer is guilty of vagrancy under the law.

Farmer Adjudged Insane.

OREGON CITY, Or., Aug. 25.—(Special.)—David W. Barton, a prominent farmer of Beaver Creek, was adjudged to be of unsound mind in the County Court Saturday morning, and was taken to the asylum at Salem. Barton was formerly a telegraph operator. He has a wife and three children. He was born in Sherwood, Mich., 41 years ago. His parents are living.

YOUNG MOTHERS

No young woman, in the joy of coming motherhood, should neglect to prepare her system for the physical ordeal she is to undergo. The health of both herself and the coming child depends largely upon the care she bestows upon herself during the waiting months. Mother's Friend prepares the expectant mother's system for the coming event, and its use makes her comfortable during all the term. The baby, too, is more apt to be perfect and strong where the mother has thus prepared herself for nature's supreme function. No better advice could be given a young expectant mother than that she use Mother's Friend; it is a medicine that has proven its value in thousands of cases. Mother's Friend is sold at drug stores. Write for free book for expectant mothers.

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GIBRALTAR, NAPLES, GENOA.
S. S. MOLTKE, October 1, 1 P. M.
S. S. CINCINNATI....November 2, 12 noon
Hamburg-American Line, 160 Powell st., San Francisco, Cal.; O.-W. R. & N. Co., Nor. Pacific, D. & R. G. R. R., Burlington Route, Milwaukee & Puget Sound R. R., Great Northern Railway Co., Dorsey B. Smith, 69 Fifth st., Portland, Or.

THE DIEGO
SAN DIEGO RAILWAY
EXPRESS STEAMERS FOR San Francisco and Los Angeles
WITHOUT CHANGE
S. S. ROSE CITY, 9 A. M., August 30.
THE SAN FRANCISCO & PORTLAND S. S. CO. Ticket Office 142 Third Street. Phone Main 2605, A 1162.

San Francisco, Los Angeles and San Diego Direct
S. S. Roanoke and S. S. Elder
Sail Every Wednesday Alternately at 6 P. M.
NORTH PACIFIC S. S. CO.
122 A Third St. Phones Main 1314, A 1311

Steamer Anvil
Sails from Couch-Street Dock Wednesday, August 28, 7 P. M.
For Newport, Florence and Bandon.
Freight and Passengers.
Frank Bollam, City Ticket Agent, 128 Third. Phones Main 628, A 4596.
C. E. Brown, Frt. and Pass. Agt., Couch-St. Dock. Phones, Main 861, A 4161.

Drain to Coos Bay
Auto Every Day. Wire Reservations to
O. MATTOON, Drain, Or.