

Thousands of Dollars

are offered for loan. If you wish to make a mortgage see the many financial offers made by reliable firms in today's money to loan column.

Weather—Fair tonight and Sunday; warmer Sunday; variable winds.

# Oregon Journal

COAST TEMPERATURES  
8 A. M. Today.

Boise	50
Seattle	48
Spokane	48
Marshall	48
San Francisco	50
Portland	50

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PORTLAND, OREGON, SATURDAY EVENING, JUNE 24, 1911.—TWO SECTIONS 18 PAGES

PRICE TWO CENTS ON TRAINS AND NEWS AT FIVE CENTS

## NO TARIFF BILL WILL BE SIGNED BY PRESIDENT

Taft Will Tell Party Leaders That He Desires First to Get a Report From the Tariff Board.

## EXPECTS RECIPROCITY MEASURE TO PASS

Senate Will Pass Bill Amending Wool Schedule, Says Gore.

(United Press Leased Wire.)  
Washington, June 24.—President Taft today is speeding toward Washington planning his future moves with the full understanding that his determination to have his reciprocity plan passed has brought him face to face with the most serious fight of his political career.  
Immediately upon the president's arrival at the capital it is understood he will call both the Republican and Democratic leaders into conference and make it plain that he will veto any tariff bills sent him at this time. His excuse will be that he wants the tariff board to report before any change is made in the present schedule.  
The president expects the Canadian reciprocity measure to pass without amendment and has practically declared that he will veto it if any tariff bill is attached.

Washington, June 24.—News that President Taft has determined to veto all tariff bills today is not deterring the senate allies from pushing the Underwood bill to amend schedule K, the wool tariff. It will be passed separately and not attached to the reciprocity measure. Of the situation Senator Gore said today:  
"It is generally understood that the

(Washington Bureau of The Journal.)  
Washington, June 24.—It is understood the report of Major J. F. Mindoe, corps of engineers, U. S. A., will be favorable to the building of the locks at Oregon City and that the engineers will go right ahead with the work. A state appropriation of \$300,000 is available and at the last session of congress \$300,000 more was appropriated, so there is a good deal of money on hand to prosecute operations.

## "HARRIMAN MERGER" IS DECLARED NOT ILLEGAL BY TRIAL TRIBUNAL; NOT FORMED TO RESTRAIN TRADE

Circuit Court Holds That Late Magnate's Combination Is Not Violation.

(United Press Leased Wire.)  
New York, June 24.—News of the decision of the court in favor of the Union Pacific-Southern Pacific merger, was quickly spread along Wall street today. The decision, according to the Union Pacific and 3 1/2 points in Southern Pacific and a boost to the general stock trade was the result.

St. Louis, Mo., June 24.—Though dead, Edward H. Harriman, once railroad king of the United States, scored a great victory here today in the United States circuit court of appeals when that tribunal dismissed the suit of the government undertaken in an effort to disrupt the great combination of lines whose union was the life work of the "railway wizard."

The court decided that Harriman's pooling of the stocks of the Union and Southern Pacific and their five subsidiary roads does not constitute a merger for the control of western traffic.

The court's opinion says:  
"The proof shows that after 1901 as well as before that time the rates for transcontinental traffic were the same over the Union Pacific and the Southern Pacific. Since then there has been no impairment of the service and no discrimination for either road, according to its availability, always opposing other competitors, like the Santa Fe and the Rio Grande."

"Although some agents of these roads which before 1901 were separate, are now joint, they have continued to seek business for either road, according to its availability, always opposing other competitors, like the Santa Fe and the Rio Grande."

"A substantial majority of the stock of the Southern Pacific is held by parties other than the Union Pacific company and we find no complaint by such holders of discrimination against their road or of failure properly to promote its welfare. On the contrary, hundreds of millions have been expended since 1901, in the physical conditions of the roads have been improved and their efficiency enhanced. The whole proof taken together, we think, fails to dis-

## BANK'S EXAMINER GETS BLAME FOR VANCOUVER CRASH

State Official Withheld True Condition of Affairs From Depositors Until Too Late, Verdict of Public.

## MOHUNDRO'S DISMISSAL WOULD PLEASE MANY

Alleged Juggling of Assets Is Said to Have Been Used to Deceive.

(Special Dispatch to The Journal.)  
Vancouver, Wash., June 24.—Against J. F. Mohundro, state bank examiner of Washington, a strong indictment has been returned by public sentiment in Vancouver. In brief, the chief counts in this indictment, which deal with his conduct in connection with the failure of the Commercial bank of Vancouver last December, run as follows:  
That frequent examinations of the bank, particularly one last October, must have disclosed to the eyes of a competent official the instability of the institution. But the bank was allowed to run along on a "shoestring," receiving deposits up to the very minute its doors were finally closed.  
That after the closing he deceived the depositors as to the true condition of affairs, listing the securities in such manner that some of them appeared to be double their true value.

That he held out hope of reorganization when such hope was fanciful, in the light of facts now generally known as to what the books showed.  
That he held off the prompt appointment of a receiver by retaining control of the full period of 90 days allowed by law, thereby causing delay and apprehension that the facts behind the failure would never see the light of day.  
What is wrong with Mohundro? The people of Vancouver, almost to a man, believe he should be removed from office by Governor Hay. They are convinced that something lies behind the situation, for they do not believe Mohundro is incompetent or could well have been received as to the condition of the bank.

It is true that when he closed the bank its officers, so far as they could, surrounded him with an atmosphere of confidence. The cash was low, down to \$13,000 but President Phillips talked cheerily of the securities. Some of the leading depositors were called in and told to be unafraid, as the bank would pay dollar for dollar.  
Were Figures Juggled?  
Mohundro, as an expert and as the representative of the state, was looked to for statements of the real condition. And his tone, too, was one of confidence.  
(Continued on Page Three.)

## "ABOUT ALL IN"



## HUGE FLEET OF SEA FIGHTERS IS REVIEWED BY KING

Queen Mary and the Children Accompany King George and His Royal Guests in Seeing Great Pageant.

(United Press Leased Wire.)  
London, June 24.—King George V and Queen Mary III, the newly crowned monarchs of Great Britain, reviewed today the greatest fleet ever gathered together in the world's history. The great water display ended the coronation week celebration which has been one of the most gorgeous ever seen in the United Kingdom.  
The king, accompanied by the queen and the royal children and the visiting royals from the nations of the earth, left London on a special train during the morning and arrived early at the scene of the review.  
The admirals, the commanders of the Portsmouth garrison, the officers of the ships in the harbor, a guard of honor and a band of royal marines were drawn up at the dock yard jetty to meet their majesties. Following the reading of an address of welcome the king reviewed and inspected the guard. Then the king and the royal party went aboard the royal yacht Victoria and Albert.

Guns Thunder Salute.  
To the thunder of a salute from the guns of the assembled fighters, the yacht cast off and, followed by the admiralty yacht Enchantress and smaller craft bearing the members of the diplomatic corps, sailed for the review.  
(Continued on Page Three.)

## APPRAISERSHIP AT PORTLAND MAY NEVER BE FILLED

Taft Writes Congressman Lafferty He Would Like to See More Revenue and Less Salary Expense Here.

(Washington Bureau of The Journal.)  
Washington, June 24.—Discontinuance of the office of appraiser of customs at Portland, paying \$3000 a year, is desired by President Taft, who writes to Congressman Lafferty to that effect. Lafferty is protesting vigorously against abolition of this bit of Oregon patronage.  
This is the position held by General Owen Summers, whose death took place this spring. Following the demise of the man who had held it for so many years, Senator Bourne recommended Louis Adams of Portland as successor, Hawley recommended C. V. Johnson of Corvallis and Lafferty proposed Harry G. Allen for the place now, Allen is a Portland man.  
Treasury officials recommended to President Taft that the position be abolished, insisting that civil service employees could do the necessary work competently. The president also desires abolition of similar offices at Tampa, Fla., and Detroit, Mich. He says in his letter to Congressman Lafferty that to take in more money and pay less salaries would be desirable at these places.

## COMMITTEE FAVORS STATES' CHARTERS

Senate Organization on Territories Approves Constitutions of Ariz. and N. M.

(United Press Leased Wire.)  
Washington, June 24.—By a vote of 6 to 3 the senate committee on territories today ordered a favorable report on a joint resolution approving the constitutions of Arizona and New Mexico. The resolution is in practically the same form as that which passed the house.  
The only amendment attached to the measure is designed to prevent fraud in connection with any vote on the constitution to the people. The measure provides for the admission of both territories after the New Mexicans have voted on the question which changes the constitution in such a way as to make it more easily amended, and the Arizonaans have voted on the question of eliminating the provision for the recall of judges.  
Irrespective of the results of these elections the territories will be admitted to the union.  
At the meeting of the committee today the motion to strike out Arizona from the resolution was defeated, 6 to 3. Senator Nelson of Minnesota made the motion and was supported by Senators Burnham and Lippitt. They also opposed the reporting of the resolution.

## CONFESSED THIEF CAPTURED; SECOND MAN GETS AWAY

Newton Lambert, on Parole, Says His Career Is Wicked—Stole Autos, Tools, Held Up Man; Robbed Store.

"Had it not been for that fool partner of mine going into our room at the Oakley for a tin deputy sheriff's badge that he had, I would never have been caught," announced Newton Lambert, alias Ned McSherry, a 17-year-old boy who was arrested last night as a fugitive from justice.  
Since his arrest Lambert has been identified as the man who held up and robbed Richard Blair, clerk of the Eaton hotel, Sixteenth and Morrison streets, Wednesday night; the man who stole a chest of tools from S. R. Ledyard, 1605 East Burnside street, from a house under construction on Portland Heights several days ago, and who has confessed to having been with Victor Marchmont when an auto was stolen from M. W. Rubin, of the Diamond Palace, on July 14, and who stole the auto belonging to W. C. Slattery from the home of C. W. Berry last Thursday night.  
The arrest of Lambert was made last night by Frank A. Bergman, a special deputy constable. While Bergman made a good capture, he allowed the prime mover of all these crimes to escape him, and the police are now without a clue to his whereabouts. This man is Victor Marchmont, wanted for theft of the two automobiles, for the holding up

## FLYING STREET CAR RUNS OFF SWITCH

Motorman, His Conductor Dead, Cannot Explain Why He Did Not Stop.

(United Press Leased Wire.)  
Tacoma, Wash., June 24.—Running at high speed through an open switch on the tidelands early today, a street car on the Pacific traction line jumped the rails, throwing Conductor J. T. Sadler under the wheels and instantly killing him. The car, which was in charge of Motorman H. F. Kettler, was being returned to the barns after the close of the night's run. Sadler was riding on the front end with the motorman in readiness to throw the switch. Kettler is in a state of collapse and can give no reason for not stopping his car at the switch.  
Coroner Shaver is making an investigation of the accident.  
PEARL HARBOR DOCK GETS MORE MONEY  
Washington, June 24.—Congress today appropriated \$250,000 to cover the added cost of the drydock now being built at Pearl Harbor. The cost was originally estimated at \$1,000,000.

## BRITAIN AROUSED BY ATROCITIES IN "DEVIL'S PARADISE"

United Kingdom Demands That Peruvian Government Put Stop to Horrors in the "British-Owned Congo."

## APOLOGY IS ASKED FOR CHARGES OF BLACKMAIL

Accusations Against Paper That Exposed Crimes Must Be Retracted.

(United Press Leased Wire.)  
London, June 24.—Practically declaring true reports of horrible atrocities perpetrated in the rubber country of Peru, Ecuador, and Colombia, the British government has asked the Peruvian legation in London to apologize to Truth, a weekly newspaper, and to W. E. Hardenberg, an American railroad engineer, for having accused them of participation in a scheme to blackmail the Peruvian Amazon company, with headquarters in London.  
Truth had printed statements by Hardenberg in which he described conditions existing in the company's rubber territory as worse than those found in the Congo. The foreign office has told the Peruvian legation that unless it does apologize relations between it and the British government will not be friendly.  
The truth of Hardenberg's charges was proven by Consul General Max Casement, the British representative in Brazil, who penetrated into the country known to rubber collectors, as "The Devil's Paradise."  
Casement found that the rubber collectors had committed the most horrible crimes. He asserted that they reduced the natives to a condition worse than formal slavery; that they made them work without pay; that they stole their crops; that they stole their women and children to satisfy their own passions and avarice; that they sold the natives into slavery, wholesale and retail; that they flogged men and women until their bones were laid bare; that the victims were left without medical attention, eaten by mosquitoes, until they died, when their bodies were thrown to the dogs; that they mutilated by cutting off ears, fingers, arms and legs; that they tortured by water, fire and crucifixion with the head downward; that they chopped their victims to pieces with machetes and sent the pieces to the dogs; that they used kerosene and lighted them to form living torches.  
According to the latest advices, the Peruvian government has promised to do all in its power to put an end to barbarities in the "British-owned Congo." Soldiers have been sent to the camps, only to find that the worst offenders among the rubber collectors had fled.

## LORIMER WILL ESSAY ROLE OF A PERSECUTED MAN

Attempt Will Be Made to Show That "Slush Fund" Story Was Invented at Instigation of Trust.

## TAXES OF M'CORMICK FAMILY MUCH INCREASED

Accused Senator Claims Credit for Blocking Plans of Trust.

(United Press Leased Wire.)  
Washington, June 24.—That the defense of United States Senator William Lorimer to all stories of corruption in his election will be a charge of conspiracy to discredit him by the McCormicks and the Harvester trust was indicated here today by the Illinois senator at the resumption of the senate hearing into the charges against him. Lorimer indicated that the whole "slush fund" story was invented because of enmity to him.  
George Bancroft, general counsel for the International Harvester company, was the first witness today. During his examination Judge Haney, Lorimer's counsel, brought out the fact that the taxes of the McCormick family had been increased from \$5,000 to \$500,000 and asserted that Lorimer was responsible for the increase. He also declared that Lorimer had opposed a plan by the harvester trust to build a bridge across the Chicago river to connect parts of its plant and declared that the fight on Lorimer had been made by the trust in revenge.  
Trust Taxes Raised.  
In his testimony, Bancroft declared that the taxes of the harvester company had been raised to five times those of any other corporation in Chicago but that no protest had been made. He denied that he or the McCormicks considered Lorimer responsible for the increase.  
H. E. Kohlbas, of the Chicago Record-Herald, was then called. Asked "What is Lorimerism?" he replied: "Give me three days and I'll explain it. Briefly Lorimerism is the cohesion of the worst elements of both Democratic and Republican parties in Illinois for apoplexy."  
Referring to his being told by Clarence S. Funk, general manager of the harvester company, of Edward Hines' alleged request for a contribution to the Lorimer "slush fund," Kohlbas said he had met Funk accidentally in the shelter of a building during a rainstorm.  
Funk's Tale of Corruption.  
"Funk told me," he said, "that money had been used to 'put Lorimer over.' I asked him how he knew, and he declared he had been asked to contribute."  
(Continued on Page Three.)

## MAYOR ISSUES ULTIMATUM TO NAPIER ANENT CREMATORY

The situation at the new crematory on Guild's Lake reached a climax yesterday when Mayor Napier issued an ultimatum to Harry N. Napier, superintendent of the Public Works Engineering company after today without clear and unmistakable instructions from the contrary from the mayor or the health board.

The superintendent asked that the mayor sign an order, commanding that garbage be delivered after the expiration of the 180 day test this afternoon, which is the intention of the administration to give the contracting company an extension of time on the test, as Superintendent Napier does not wish to assume responsibility of expending more of the taxpayers' money without specific orders.

The superintendent's interview with his chief was somewhat stormy and it is said that the mayor instructed Napier to continue to deliver garbage to the crematory or be supplied by some one who would.

Mayor Refuses to Sign.  
The mayor refused to sign the order, however, and Superintendent Napier this morning declared that he would not deliver refuse or furnish fuel and labor for its destruction after today, on his own responsibility.

City Health Officer C. H. Wheeler was closed by Mayor Simon for half an hour this morning. Superintendent Napier met the health officer just after the latter had come from the mayor's office and asked Dr. Wheeler for instructions.  
Dr. Wheeler then ordered the crematory superintendent to continue delivering refuse until further notice. Superintendent Napier, thus relieved of responsibility, agreed to carry out the order, though it is the belief of Napier, if this is done, that the city may be compelled to pay for the crematory plant. The contract between the city and the Public Works Engineering Co. is so worded that acceptance of garbage after the end of the test may constitute an acceptance of the plant.

Dr. Alan Welch Smith and Dr. R. J. Chipman, members of the health board, held a conference in the mayor's office yesterday behind closed doors and it is believed that these physicians demanded that the mayor call a special meeting of the health board to dispose of the crematory question.

City Health Officer Wheeler today stated that he was of the opinion that Dr. Smith and Chipman did ask for a special meeting and that the mayor would call one before the end of the present administration, probably Monday.  
(Continued on Page Three.)

## MONTHLY FREIGHT SERVICE TO EUROPE FROM PORTLAND, PLAN

A monthly freight service between Portland and Europe by means of tramp steamers is now in contemplation, according to shippers here, the plans for which are now being worked out.

The object of the line, it is said, is to make a regular service to and from Europe, which has never been done before, the only lines coming in here at the present time sending in tramp steamers at irregular intervals. As a matter of fact, it is said that the present condition of the promoters call for a monthly schedule that will be as regular as any steamer service can possibly be made.  
Included in the itinerary of the line will be San Francisco, and negotiations are said to be on now to make Seattle one of the ports of call. It is aimed to establish the line as soon as possible in order that the steamers may be well established in the trade before the open-

ing of the Panama canal. It is the intention to charter tramps in the manner that the Portland and Astoria steamers and those of the Bank Line are taken, that is on long time charters, and it is the intention to add steamers as necessity demands.  
At present there are three lines of steamers running in here from European ports, but they are irregular, and steamers are chartered as cargoes are secured for them, with the Harrison line, which has its own steamers. Steamers of the Balfour-Guthrie and the Henry Lund lines bring cargo in, but as a rule they are released after arriving on the coast, and are chartered out to independent parties for outward cargoes.  
It is understood that the same of the new line will be announced in the near future, and will be made up of the same steamers which will ply in the trade between British and continental ports.