

### LOGAN QUITS TAFT COMMITTEE; DOES NOT SEEK OFFICE

#### As Chairman of Republican County Central Committee He Finds He Can't Serve on Body; Taft Much Abused.

Defending the appointment of the Taft campaign committee, but announcing he will not act upon it, because of his position as chairman of the Republican county central committee, John F. Logan sends a letter to The Journal explaining his position. The letter also bears the interesting and positive statement that he will not seek an office, which kills the report that he would be a candidate for the Republican nomination for congress. Mr. Logan says:

"Portland, Or., Oct. 28.—To the Editor of The Journal.—Since the integrity of the committee of 18 has been called in question by dubbing it an insipient assembly, and since you are well acquainted with my record as an ardent anti-assemblyite, I take this occasion to make the appropriate statement. "I am, and have been for some time past, an admirer of President Taft. I feel that he has not been accorded, from the Republican politicians, even an ordinary measure of the square deal. He is a victim of the aftermath of party rancor and is reaping the whirlwind of 'my politics.' I was and am as an individual personally willing to help him. I was invited to join a local committee of more or less representative citizens to further the cause in the coming campaign.

"The invitation was without any strings as to my conduct, and the purpose was openly announced. We had but a single object in view, viz., the election of Mr. Taft. We were and are to this procedure justified by the provisions of the law, which directly provide that a candidate may have assisting him a voluntary committee. Of such a committee was the famous 100 that backed Mayor Simon; or the smaller band which looked after the interests of Gay Lombard; or the still smaller coterie (of which number I was one) that furthered the successful campaign of Mayor Rushlight. It is not unlike that highly organized, though perfectly legitimate engine of progress, which champions the cause of Senator Bourne, an organization, which I may say in

administration, is a perfectly adjusted, and is in such fine working order, that the senator's presence will not be required here during the forthcoming campaign. "I am, naturally, opposed to assemblies, being, however, so opposed and will be so opposed in the future. My opposition is absolute and determined, and is not here mentioned for the first time, or in the hope of securing an office in the forthcoming political struggle, for I have decided that I will neither seek nor accept an office.

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### MEETING OF JACKSON CLUB TO BE IMPORTANT

At an open meeting of the Jackson club tonight presidential candidates of the Democrats are to be discussed and plans laid for the future activities of the club. All Democrats are invited to come, and it is expected new life will be infused in the organization, of which H. D. Van Duser is president and F. J. Phelan is secretary.

Among those who are expected to address the club are R. W. Montague, R. A. Miller, J. H. Stevenson, F. V. Holman, John M. Geary, H. M. Carter, L. S. J. McAllister, J. B. Ryan, H. D. Waggon, D. M. Watson, John Manning and Frank Schiegel. Telegrams will be read from prominent Democrats in the east including candidates for the presidency. News items are being sought to revitalize the club, and to make it a factor in the next campaign. The meeting will be held in the club rooms in the Medical building at 8 p. m.

Dry cordwood. Albina Fuel Co.

### BRITISH BARK WILL TAKE WHEAT FROM THIS PORT SHORTLY

#### Cambrian Chieftain Rechartered at Advance on Original Rate; German Ship Barmbek Also Fixed.

The British bark Cambrian Chieftain, which is due to arrive here any day now from Port Natal, has been rechartered for a wheat cargo from here to the United Kingdom at an advance on the original rate, according to advice received here. She was originally fixed for Hild, Reiga, & Co., but the new charterer has not been announced. The Cambrian Chieftain is making about an average passage so far from Port Natal, being out from the South African port 114 days today. As the usual voyage from there to the Columbia river is about 119 days, the bark is looked for at any time now.

Another vessel which received an advance on recharter is the German ship Barmbek, now in port, which was taken several months ago by the Portland Flouring Mills company at 27 shillings 6 pence, and has been rechartered to M. H. Hooser at 30 shillings 6 pence, an advance of 3 shillings.

### ALONG THE WATERFRONT

Carrying about 200 passengers and 1500 tons of general freight, the steamer Beaver, Captain Nelson, is scheduled to arrive at 4 o'clock this afternoon from San Pedro and San Francisco. The lightship tender Mammoth has returned to the Columbia river after delivering some supplies up the coast. The Ballin Water-tube Boiler company has submitted the contract for the building and installing of the boilers in the new fireboat to the Smith & Watson Iron Works. Three offshore vessels got away from the river yesterday. They were, the American barkentine Georgia with lumber for Brisbane, British steamer America with lumber for Melbourne and the Russian bark Isabel Browne with wheat for Queenstown or Palmyra for orders. The schooner Irene is due to arrive in the river at any time now, being out 14 days today from San Pedro. She will load a cargo of lumber at St. Helena for San Diego. Captain Marcus Talbot, recently appointed general manager of the port of

Portland, is expected to arrive at 10 o'clock tonight from Seattle and he will probably assume his new duties Monday. United States Inspector Edwards and Miller have suspended the license of Captain Joseph Turner, of the Columbia river pilot, for 90 days and that of E. A. Kain, engineer of the steamer Maria, for 30 days, the former for carelessness and the latter for incompetence. The steamer Waterfront, Captain Kelly, which arrived at 10 o'clock last night from San Francisco, brought out tons of general freight, of which 30 tons was for the California-Atlantic Steamship company. The Waterfront will load a cargo of lumber at Linnaga for Long Beach, Cal.

The Union Oil tanker Orion, Captain Curtis, arrived at Portmouth last night with 2000 barrels of white oil and 24,900 barrels of fuel oil. She cleared again for Port Harford.

### MARINE NOTES

Astoria, Oct. 28.—Arrived at 7 and left up at 7:30 a. m., steamer Beaver, from San Pedro and San Francisco. Sailed at 7:45 a. m., steamer Rose City, for San Francisco and San Pedro. Sailed at 8 a. m., steamer Nona City, for San Pedro. Sailed at 11 a. m., schooner Virginia, for San Francisco. Sailed at noon, steamer Aurora, for San Francisco. San Francisco, Oct. 28.—Arrived at 1 a. m., steamer Geo. W. Elder, from San Diego. Sailed at 1 a. m., steamer John Paulsen, for Portland. Astoria, Oct. 28.—Sailed at noon, barkentine Georgia, for Brisbane; British steamer America, for Melbourne; Russian bark Isabel Browne, for Queenstown or Palmyra. Arrived down at 10 p. m., schooner Virginia; at 11:45 p. m., steamer Rose City. Monterey, Oct. 28.—Sailed last night, steamer W. S. Porter, for Portland. Port San Luis, Oct. 28.—Arrived off port, steamer J. A. Channon, from Portland.

Redondo, Oct. 28.—Sailed, steamer Yellowstreak, for San Pedro. Eureka, Oct. 28.—Arrived, steamer Alliance, from Portland. Passed, British bark Aracca in tow of tug Hercules, from San Francisco, for Portland. Coos Bay, Oct. 28.—Arrived, steamer Breakwater, from Portland. San Francisco, Oct. 28.—Arrived at 10 p. m., steamers Carion and Tamalpais, from Portland. Sailed at 10:45 p. m., steamer Shoshone, for Portland.

Astoria, Oct. 28.—Condition at the mouth of the river at 8 a. m., smooth; wind east 10 miles; weather, clear. Tides at Astoria, Saturday: High water, 6:12 a. m., 8.1 feet; 6:20 p. m., 8.7 feet. Low water, 6:22 a. m., 1.3 feet; 6:52 p. m., 0.3 feet.

Clinton Kelly Wins. The Clinton Kelly Grammar school football team defeated the Richmond team by the score of 22 to 6 yesterday afternoon. Robert and Tannease were the stars for the Clinton Kelly squad.

### COMMISSIONERS IN PERSONAL WAR

#### Hart and Lightner Quarrel on Various Topics; Judge Cleeton on Fence.

Trouble that has existed for some time between County Commissioners D. V. Hart, W. L. Lightner and Judge Cleeton, broke above the surface yesterday morning when Commissioner Hart openly accused Commissioner Lightner of sending County Detective Maher to a daily newspaper to have printed a story unfavorable to Commissioner Hart. Commissioner Lightner denies sending Maher to the newspaper. The story Commissioner Hart says Maher carried to the paper was about a stock and ice box. Maher is accused of telling the story that Commissioner Hart took the two articles without authority. This made Commissioner Hart wrathful, and after several exchanges between themselves, Commissioner Hart brought forth a letter in which Commissioner Lightner is accused of taking tickets owned and painted by the county. These tickets were used by Commissioner Lightner for his fence, states the communication.

"In regard to the stock," says Commissioner Hart, "there were a couple of old cows sitting outside the old court house. My wife had asked me to get her one to use in the basement, so I took this one to her. She did not like it and it was returned. That is all there is to it. When it was taken, we talked about the price and both Commissioner Lightner and Judge Cleeton remember our conversation. As to the ice box, Charles Powers, the court house engineer, made himself an ice box. I asked him to make me one, and paid him for it. That is the ice box story."

The two commissioners originally crossed swords over the appointment of a chief engineer for the court house. W. H. Peterson, a union engineer, was employed without consulting Commissioner Hart. County Commissioner Lightner says the reason was that Commissioner Hart could not be found. Until recently Commissioner Lightner stood stolidly against employing any union man as engineer, but strong pressure was brought to bear from the labor element, and he concurred in the appointment of Peterson. Commissioner Hart favored retaining Powers, who had been chief engineer for the past six years.

Over all the trouble, County Judge Cleeton maintains a neutral position, scarcely interfering or taking a hand.

except yesterday to buy the two warring commissioners from using their state names one another.

### WOMAN DECLARES MATE SLAPPED HER

Earl C. Slater of Brookton, a witness in the federal court in a white slave case, and his brother, Edgar F. Slater, were arrested at an early hour this morning at 44 Grand avenue. Earl on a charge of after hours and Edgar on a disorderly conduct charge by Sergeant Lyons and Patrolman Leevers, after a

scuffle in a restaurant in which Slater had assaulted his wife and attempted to drag her from the table. It is said. The tale had been told during the night and at 3 o'clock this morning Slater was arrested. When the Slater brothers, Mrs. Slater refused to move and her husband slapped her several times, when the last driver interfered. Mrs. Slater told Sergeant Lyons that her husband was attempting to commit her to jail last night, a portion of a lady which she mentions every three months. She was married to Slater on September 21, 1910. Slater Slater was fined \$25 and the brother given a suspended sentence.

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