

PORT-AU-PRINCE IS TORN BY MASSACRE

Governor Causing Wholesale Executions Is Mobbed and President Flees.

STREET BATTLES TERRIFIC

Palace Is Burned and Loyal Force Is Defeated by Haitian Rebels. Situation Is Worst in History of Island Republic.

PORT-AU-PRINCE, Haiti, July 27.—

A revolution, more terrible in the toll of lives than far taken than any even in the days of Lord Alexis, flamed out in the Haitian capital today. It was an offshoot of the movement to the north, where the adherents of Dr. Rosalvo Bobo, twice expelled from Haiti, have been striking for several months to break the power of the Haitian President, General Vilbrun Guillaume. One hundred and sixty men, including an ex-president of Haiti, General Orestes Zamor, have been executed by order of General Oskar, Governor of Port-au-Prince, later in the day was dragged from the shelter of the Dominican Legation and riddled with bullets.

Loyalists Forced to Flee.

How many persons have been shot down in the streets and the government buildings cannot yet be learned, but the excitement of the President and his supporters of the President and the rebels were centered with curious determination on the one side and desperate resolution on the other. Eventually General Guillaume and General Oskar and the police, who were defending the palace with the aid of the President's personal staff and other troops who had remained loyal, were obliged to flee. At that time one section of the palace was set on fire by order of the president and some of those close to him.

WOOD LAW TO BE ENFORCED

Deputy Sealer Issues Order as to Delivery of Fuel.

SALISBURY, Or., July 27.—(Special.)—Deputy State Sealer of Fisheries and Measures Buchtel today notified the district deputies that they must enforce a section of a law passed by the Legislature which provides for the seizure of sawwood, blackwood, and sawed cordwood, when sold for use as fuel, the cord or fraction thereof being sold by the load. He also notified them that coal and ice must be sold by weight. Mr. Buchtel has an opinion from Attorney-General Brown that these sections of the statutes are unconstitutional. The district sealers have been instructed to notify the firms in their territories of the interpretation of the law, and within a reasonable time, if they do not observe it, to take legal action. Mr. Buchtel says in the letter to the deputies: "A wagon holding 3/4 of a cord of 16-inch slabwood may be properly billed as 26 cubic feet, or as 3/4 of a cord, the measurements being figured, of course, upon the wood in the short lengths, and after piling."

TAXES PAYABLE PROMPTLY

Cooks County Attorney Instructs Assessor to Collect Personal Tax.

COQUILLE, Or., July 27.—(Special.)—District Attorney L. A. Lilleqvist has notified the assessor of the 1915 taxes in Cooks County, he must obey that section of the statutes which provides that the assessor may collect the taxes on personal property where the holder of such property owns no real estate, immediately after assessing the property. Conditions in the capital are growing worse and it has had nominal control, but is intolerable both to foreigners and Mexicans a month hence.

ALBANY COLLEGE ELECTS

M. McDonald Is New Trustee, Others Being Reappointed.

ALBANY, Or., July 27.—(Special.)—M. McDonald, of Oregon, president of the Oregon Nursery Company, has been elected a member of the board of trustees of Albany College to succeed Rev. A. M. Williams, of Seattle. All of the other retiring trustees of the college were re-elected as follows: S. E. Young, C. E. Sox, J. A. Shaw and Rev. W. P. White, of Albany; John McDonald, of Wallawa, Or.; Fletcher Linn, of Portland, and W. H. Gore, of Medford. The appointment of these trustees was recommended at the annual meeting some time ago and they were confirmed by the Oregon synod at its session last week in Eugene. There are 24 trustees of the college, eight being chosen each year for three-year terms.

ROAD INSPECTION IS MADE

Forest Service Work in Western Oregon Is Progressing.

G. H. Cecil, district forester; B. J. Finch, road engineer, and Shirley Ruck, chief of maintenance, have returned from a trip of inspection over the roads of Western Oregon, bordering the National forest reserve in the Alsea and Cape Perpetua districts. The party went from Corvallis to Tidewater and to Alsea over the rough stretch of road there. From Waldport to Alsea the forest service is building a fine road that will serve as a connecting link between the Willamette Valley and Waldport. The road will open for travel shortly. The Cape Perpetua road is nearly completed to connect with the Willamette Valley through Lane County.

DISASTER ONCE NEAR HERE

Eastland Horror Recalls Narrow Escape Here.

How the presence of mind of Captain George A. Pease and John Buchtel prevented just such a catastrophe as that of the Eastland in Chicago from occurring on the Willamette River in 1868 is recalled by many of the old-timers of Portland. The old Union Sunday School was holding a picnic and had arranged for the river steamer Alert to take the party to Swan Island. The throng, which numbered 375, crowded on board and filled the upper decks before Captain Pease was called to take charge of the vessel. "I was standing on the deck as the boat put off, and I saw Captain Pease in the pilot-house beckoning me, though I was in a great hurry," says Mr. Buchtel. "We've got to get part of this crowd off the deck and do it quick, or this whole boatload will be in the river," he said to me when I reached the pilot-house. "Can't you see the boat swinging from side to side?" "Go under a slow bell and hold her straight in the current, and I will try to do something," I replied. "I went below and let four or five others into the secret of the condition, and then we went up and asked everyone to come down below and sign a testimonial resolution of thanks, telling them that the whole boatload had learned that the boat was donated free for the picnic. Enough of the crowd was brought below in this way to restore the stability of the boat, and we stationed men at the stairway to keep them from going up again. When the boat was under way, I saw Captain Pease on board when the crowd went onto the ship, he would never have permitted such an overloading, for he was a mighty wise and careful man. "We got to Swan Island in safety, but when it came to bringing the boat back after the picnic Captain Pease split the crowd into two boatloads and avoided all risk of a repetition of the danger that he had been so anxious to avoid on the trip up."

MEXICAN FACTORS SEEK AGREEMENT

Peace Conference, With or Without Carranza, Is Said to Be Contemplated.

EMBARGO THOUGHT LIKELY

Check on Munition Shipments Probably Washington's Next Move. Mexico City Remains Cut Off From Outside World.

WASHINGTON, July 27.—

Efforts to bring about a conference of military leaders in Mexico in anticipation of a final appeal to faction leaders by the United States are reported to be under way in the southern republic today. Information reached Washington tonight that representatives of various factions were consulting their leaders with a view to the assembling of a peace conference, either with or without General Carranza. Diaz Lombardo, General Villa's foreign secretary, is reported to have returned to Torreon to consult with his chief military adviser, in an effort to procure Maytorena's assurance that he and his adherents will join in deliberations to plan for restoration of constitutional government and ultimate recognition by the United States. Embargo Believed Contemplated. An embargo on exportation of munitions of war to Mexico was said tonight to be contemplated as a part of the next step of the Washington Government. Mexico City remained cut off from the outside world today, despite official efforts to get word of actual conditions there. The Carranza agency here asserted General Gonzales already had reached the outskirts of the capital and would re-enter the city. It also said that General Obregon had seized San Luis Potosi and would be joined by General Trevino and reinforcements from Monterrey, preparatory to a new offensive directed at Torreon. Burton Wilson, chairman of the international relief committee in Mexico City, is expected to visit Washington tomorrow to consult with Administration officials. Town Sacked, Americans Spared. Among Mexican advices to the State Department during the day were the following: "The department is informed that on June 6 a Carranza force, under command of Colonel Gayon, entered the town of Ameca, in the Guadalajara district. It is said that the Villistas evacuated the town without making any resistance and that the Carranza forces entered without firing a gun. "After the entry of the Carranzistas stores and residences were sacked, but the Americans residing in the town were not molested. "The department is in receipt of a message dated July 26 from General Pass, saying that the situation in the Piedras Negras district remains quiet. It is reported that the Carranza forces have occupied Guadalupe, a district of Piedras Negras. Reports from the south indicate that skirmishes are occurring daily near Icamole, with neither side gaining an advantage. "The commanding officer of the Chattanooga reports that Guaymas is quiet and that an attack on the town appears to be improbable at present."

FOOD NOT REACHING CAPITAL

Situation Daily Becoming More Intolerable to Foreigners.

PUEBLO, Mex., July 19.—(By mail to New Orleans, July 27.)—American Red Cross and consular agents who have been co-operating to relieve hunger and illness in Mexico City today expressed conditions in the interior as follows: "For more than six weeks no food in any quantity has reached the Mexican capital. The abandonment of the capital by the Carranza forces on July 17 has left a confused military situation which it seems impossible to cope. All railroads between Mexico City and Vera Cruz have been crippled and territory along the line has been infested with bands of both Zapata and Carranza factions that it is improbable relief can be sent from Vera Cruz without military aid. The strength as has not been available heretofore. Conditions in the capital are growing worse and it has had nominal control, but is intolerable both to foreigners and Mexicans a month hence. The abandonment of the capital by General Pablo Gonzalez last July 17 came without warning. Two reasons were given by the Carranza forces for withdrawing: First, that Zapata's troops, by capturing Pachuca, threatened to cut the railroads to Vera Cruz and thus isolate General Carranza from his army; second, that Zapata's forces already were about Carranza Mexico City and catch Gonzales in a trap. The evacuation was so complete that only 25 Zapata soldiers remained in the city at first to take possession of it. These were followed by 3000 others. After the Zapata government evacuated the capital, July 10, and withdrew to Cuernavaca, Gonzales, with 20,000 Carranza troops, announced he had captured the city, although he did not assume nominal control until July 12. He kept his headquarters several miles outside the city the five days during which he had nominal control, but was intolerable both to foreigners and Mexicans a month hence. The abandonment of the capital by General Pablo Gonzalez last July 17 came without warning. Two reasons were given by the Carranza forces for withdrawing: First, that Zapata's troops, by capturing Pachuca, threatened to cut the railroads to Vera Cruz and thus isolate General Carranza from his army; second, that Zapata's forces already were about Carranza Mexico City and catch Gonzales in a trap. The evacuation was so complete that only 25 Zapata soldiers remained in the city at first to take possession of it. These were followed by 3000 others. After the Zapata government evacuated the capital, July 10, and withdrew to Cuernavaca, Gonzales, with 20,000 Carranza troops, announced he had captured the city, although he did not assume nominal control until July 12. He kept his headquarters several miles outside the city the five days during which he had nominal control, but was intolerable both to foreigners and Mexicans a month hence.

KISS IS LAID TO EX-OFFICER

Ex-Governor Yates Is Named in Suit for Divorce.

EUREKA, Cal., July 27.—(Special.)—Beginning their matrimonial quarrel in Illinois, kissed Mrs. Emma B. Freeman, an artist, at every available opportunity while the two were traveling from Eureka to San Francisco, and that Yates and Mrs. Freeman were unduly familiar, to say the least, while they were stopping over night at Willits on the trip. E. R. Freeman, through his attorneys, is seeking a divorce. The trial began yesterday. In the proceeding the first "available opportunity" was said to be a tunnel. Dr. Charles Cottrill testified he failed to notice a single osculation, although he was with the pair for the first 25 miles of the trip. Mr. Yates was a speaker at the Eureka Chautauqua in 1913. He had met Mrs. Freeman then while she was teaching in a school. When she left, it is charged, he invited her to accompany him to McCann's. She accepted the invitation. Mr. Freeman testified he committed no imprudent act, making 90 miles of the trip in an automobile, occupied only by himself, Mr. Yates and the driver. It is contended they were indiscreet while stopping over night at Willits en route, and that their exchanges of kisses and caresses made them conspicuous on the train on the trip from Willits to San Francisco. Mrs. Freeman and her husband, E. R. Freeman, are seeking a divorce. The Freeman testified that with his wife he went to the station to bid Yates farewell on the morning of July 20, 1915. "You had better get out of the car," he said to her, "to the door of the line with me, little one." Freeman testified Yates said to his wife, and Mrs. Freeman replied, "Good-bye." The next time Freeman heard from his wife she was in San Francisco. He said she went away without any baggage. Later in the day Mrs. Freeman took the stand and denied every charge. She said Mr. Yates never kissed her and that she committed no imprudent act. She testified that she and Mr. Yates were the only passengers on the automobile stage on which they made 90 miles of the journey.

SENSE IN CHURCH URGED

PROBLEMS DISCUSSED AT INTER-DENOMINATIONAL CONFERENCE.

Union of Congregations and Use of One Pastor by Many in Rural Dis-

tricts Is Proposed.

EUGENE, Or., July 27.—

(Special.)—Divergent views for handling the "problem" of the weak country church characterized the session of the state interdenominational ministerial conference at the University of Oregon today. All speakers, however, united in the expression that at present the "country church" is a "dead weight" and is destroying efficiency in the small community. The contention of H. Paul Douglas, of Eugene, was that the small town should be made the church center for the rural community, and that it should be made such as to oppose building up smaller rural units. Professor Garland A. Becker, Ohio State University, opposed the town idea, but advocated an interdenominational combination. He preferred a union under some interdenomination to a nameless church, and suggested interdenominational "circles" by the utilization of the same building and equipment—even preachers—by two or more denominations. "If we, as Christians," said Professor Becker, "should use common business sense in the organization and the development of our religious organizations, we should have a great advance in the present-day methods of rural religious work. Many of our weak rural churches are suffering from lack of financial and moral support. The fact that many weak rural churches are today slowly and painlessly dying is a national disgrace. The cemetery must solve many of our social problems. The solution of this rural religious problem is not a matter of a few years, but one that will consume a generation."

SEA SAFETY PLAN GIVEN

FINANCIAL RESPONSIBILITY AND NEW LAWS SUGGESTED.

Union President Says Shipowners Are in Practical Control of Inspectors of Vessels. CHICAGO, July 27.—"There are only two ways that possibly can establish and maintain safety at sea," said Andrew Furuseth, president of the International Seaman's Union of America, with reference to the capitulating of the Eastland. One is to make the shipowners responsible in damages to the traveling public for injury or death to passengers, thus giving to the shipowner a specific financial interest in safety. "Coupled with such responsibility to the passengers, the insurance laws might be so amended that over-insurance or complete insurance would be prevented, thus leaving part of the risk with the owner instead of distributing it over the public. "The second method would be to enact by law or regulation such rules for safety as shall be needed. Our inspection laws provide for a superior inspector-general and one supervising inspector for each district. The supervising inspectors, by authority of Congress, are to make such rules as shall insure safe travel. "The supervising inspectors are appointed either directly or indirectly on the recommendation of shipowners. They are covered under civil service, but if either local inspectors or supervising inspectors develop too great an activity or a too lively conscience—if, in other words, they become obnoxious to the shipowners in that respect—in some way they get out of the service. They know these things, and, of course, it influences, either consciously or unconsciously, not only all the rules they make, but the way these rules are carried out."

SCHOOL BIDS ACCEPTED

Stebinger Brothers Selected to Build Oregon City Addition.

OREGON CITY, Or., July 27.—(Special.)—Stebinger Brothers, a bid of \$15,362 for the construction of the High School building was accepted at a meeting of the School Board last night. The school will be reconstructed the present heating system, his bid being \$1800. In both cases, the bonds will bear 5 1/2 per cent interest. The contract calls for the completion of the building within four months and work probably starting immediately on the opening of bids for the \$20,000 issue of 20-year bonds next Thursday. The bonds will bear 5 1/2 per cent interest.

FIRE IS HELD INCENDIARY

Dogs Poisoned at Sheridan and Inflammable Material Found.

SHERIDAN, Or., July 27.—(Special.)—Sheriff Henderson and P. Kerich, an insurance adjuster of Portland, pronounce the Monday morning fire here "undoubtedly incendiary, blew up persons who worked with no fear of being caught." It was discovered this morning that two watches dogs that had been tied at the back of the building had been poisoned, and five different places in the building had been fired. The worst possibility of their being incendiary material laid to a five-gallon can of gasoline. Steps Taken for Eugene Market. EUGENE, Or., July 27.—(Special.)—Steps to obtain a public market for Eugene were taken last night by the Eugene Commercial Club. Committees have been named to co-operate with the city in traveling to the city and county for a sufficient appropriation. The plans for the market involve a system that will include telephone and delivery service. W. H. Mason Mayor of Klamath. KLAMATH FALLS, Or., July 27.—(Special.)—W. H. Mason was elected Mayor by 59 votes over C. B. Crisler, nearest opponent, in a election held here. Crisler resigned term of Mayor Thomas Nichols, resigned. Will Baldwin was third. Dr. Alex. Lyle, fourth.

3 FIRES RAGE NEAR BEND

Forests Swept at Two Places, but No serious Damage Results.

BEND, Or., July 27.—

(Special.)—Two forest fires are raging in this district, one south of La Pine and the other in the vicinity of the Shevlin-Hixon logging road right of way. The La Pine fire covers an area seven by five miles, but has not damaged any valuable timber. Sixty men are fighting it. The Central Oregon Fire Patrol Association has the other blaze under control. A sagebrush fire is burning south of Bend, but the damage is not serious. Nahcotta's Fireman Disappears. ASTORIA, Or., July 27.—(Special.)—Edward W. Pastaw, a fireman on the steamer Nahcotta, disappeared mysteriously this morning and is believed to have been drowned in the Columbia River off the O. W. R. & N. wharf. He was a native of Russia, 27 years of age, and left a wife and one small child. Two Hurt as Auto Turns Turtle. TOLEDO, Or., July 27.—(Special.)—Ralph Phipps, a bridge contractor, for the county, was traveling at a high rate of speed near Toledo Sunday, when the auto skidded and turned turtle.

Charge purchases made Wednesday and during the balance of the month will appear on bills rendered September 1st.

Mail and Telephone Orders Filled by Expert Shoppers. Do You Know That the New 1915 Free Sewing Machine is the Only Machine Guaranteed for Life? Your Old Machine and Sewing Will Buy One \$1 a Week Pays for It. —Fifth Floor.

Lipman Wolfe & Co. Merchandise of Merit Only. Pacific Phone Marshall 5000 Home Phone A6691. A Special Purchase of Cool Summer Undermuslins. Combination Suits, Gowns, Camisoles That Are Regular \$1.50 and \$1.75 At the One Price of 98c. —Gowns of fine lingerie and longcloth, in slip-over, Empire, yoke or tailored styles. With trimmings of lace, ribbons and French bandings. —Combination suits in the Princess and waisted styles, of longcloth and crepe. Trimmings of lace, fine embroidery and ribbons. Drawers in flat-leg or knickerbocker style. —Camisoles of fine crepe de chine with and without sleeves. Yokes of double-thread or shadow laces, straps of net, ribbon or lace. In white and pink. —Fourth Floor.

An Important Clearance of House Dresses 98c, \$1.29 and \$1.59. —The dresses at 98c sell regularly to \$2.50. And are made of ginghams, percales and chambrays. In regulation and popular utility styles. Dresses in light and dark colors in nurses' stripes, in checks, figures, dots and plain colors. In a large assortment of most attractive styles. In sizes 34 to 44. —Dresses at \$1.59 sell regularly to \$2.25 and are of ginghams and percales. —And at \$1.29 and \$1.59 are dresses from \$1.50 to \$2.00. This is the utility style of dress, the most practical house dress made, which can be used for a dress or an apron. Made of heavy percales, in light and dark colors. —Fourth Floor.

100 Genuine Closely Woven Cane Suit Cases Selling Regularly From \$6.00 to \$10.00 At a reduction of One-Quarter —Basement. PRINCIPAL AGENTS FOR COLUMBIA YARNS. He was bruised but not seriously hurt. I tained a broken collarbone, while the One of the two girls in the car was- other escaped injury.

SEA SAFETY PLAN GIVEN FINANCIAL RESPONSIBILITY AND NEW LAWS SUGGESTED. Union President Says Shipowners Are in Practical Control of Inspectors of Vessels. CHICAGO, July 27.—"There are only two ways that possibly can establish and maintain safety at sea," said Andrew Furuseth, president of the International Seaman's Union of America, with reference to the capitulating of the Eastland. One is to make the shipowners responsible in damages to the traveling public for injury or death to passengers, thus giving to the shipowner a specific financial interest in safety. "Coupled with such responsibility to the passengers, the insurance laws might be so amended that over-insurance or complete insurance would be prevented, thus leaving part of the risk with the owner instead of distributing it over the public. "The second method would be to enact by law or regulation such rules for safety as shall be needed. Our inspection laws provide for a superior inspector-general and one supervising inspector for each district. The supervising inspectors, by authority of Congress, are to make such rules as shall insure safe travel. "The supervising inspectors are appointed either directly or indirectly on the recommendation of shipowners. They are covered under civil service, but if either local inspectors or supervising inspectors develop too great an activity or a too lively conscience—if, in other words, they become obnoxious to the shipowners in that respect—in some way they get out of the service. They know these things, and, of course, it influences, either consciously or unconsciously, not only all the rules they make, but the way these rules are carried out."

Eastern Excursions via The North Bank Road to Spokane. Direct Routes—Limited Trains—St. Paul, Chicago, St. Louis. "THE NORTH BANK LIMITED" AND "INLAND EMPIRE EXPRESS" DAILY, IN CONJUNCTION WITH THE GREAT NORTHERN OR NORTHERN PACIFIC R. AND BURLINGTON ROUTE. Daily Until September 30—Return Limit October 31. Atlantic City... \$113.50 Milwaukee... \$72.50 \$90.00 Baltimore... 108.50 Minneapolis... 60.00 84.25 Boston... 110.00 127.50 Montreal... 105.00 122.50 Buffalo... 92.00 109.50 New York... 110.70 128.20 Chicago... 72.50 90.00 Omaha... 60.00 77.50 Cincinnati... 86.50 104.00 Philadelphia... 110.70 128.20 Denver... 55.00 72.50 Pittsburgh... 90.60 108.10 Des Moines... 65.70 83.20 St. Louis... 71.20 88.10 Detroit... 83.50 101.00 St. Paul... 60.00 84.25 Indianapolis... 81.70 99.20 Toronto... 92.00 109.50 Kansas City... 60.00 77.50 Washington... 108.50 126.00 Ten-day stopover on one-way tickets through California. S. S. "Great Northern," "Northern Pacific" every Tuesday, Thursday and Saturday for San Francisco. Steamer train leaves 9:30 A. M. Tickets, Reservations, on S. S. or Sleeping Cars, and all travel information at North Bank Ticket Office, 5th and Stark Sts.

It will be COOL every day this summer. The weather? No—something more pleasant. We'll help you to find "yours". If "yours" isn't fatima, try some other good one. you think you've guessed it, but—