

GOVERNOR OF IRELAND CALLED TO LONDON

Viscount Fitzgibbon Departs
to Confer With Cabinet.

IRISH REPLY NOT FINAL

Note to Lloyd George Reported to
Leave an Opening for Further
Negotiations.

DUBLIN, Aug. 25.—(By the Associated Press.)—Viscount Fitzgibbon, lord lieutenant and governor-general of Ireland, was summoned to London tonight to confer with the cabinet.

The Irish republican cabinet's reply to the letter of Prime Minister Lloyd George of August 13 leaves "an unmistakable opening" for further negotiations, according to one who has seen the text.

The reply did not accept terms of settlement laid down by the prime minister, Lloyd George, but did not utterly reject them, it was reported.

Members of the cabinet returned to their districts last night to keep the organization active, but under instructions that the Irish republican army must not break the truce.

REPLY HANDED TO PREMIER

Official Circles Regard Document
as Open to Negotiations.

LONDON, Aug. 25.—(By the Associated Press.)—A reply of the Irish republican cabinet to Prime Minister Lloyd George's letter of August 13, in which Mr. Lloyd George denied Ireland's right to secession and declined to refer the question of the relations between southern and northern Ireland to foreign arbitration, was received at No. 10 Downing street, the prime minister's official residence, at 1 o'clock this afternoon.

The reply was presented by Commander Robert Barton of the Irish republican army. He was accompanied by Art O'Brien, president of the Gaelic league in London, and by Commander Joseph J. Moynihan. It was Commander Barton who, on August 11, brought the reply of Eamonn de Valera to the prime minister's original offer of dominion status to Ireland.

It is learned that official circles here do not regard today's communication as terminating the negotiations, although the contents of the reply are being withheld pending a cabinet conference, and an agreement between the Irish and British on a joint communique to be issued to the press.

The reply was placed before the cabinet council and, with Mr. Lloyd George, the prime minister, presiding, discussion of the document was in progress at 6:30 o'clock tonight.

VESSEL IS HELPLESS

(Continued From First Page.)

of lumber. Much of it was in the deck load. The crew, it was said, were unable to do much to save the cargo was said to increase greatly the vessel's chances of staying afloat.

STEAMER GOES TO AID

Reports from San Francisco declared that the Steamer Manuka had left that port to aid the Canadian importer. She was expected to reach the disabled steamer by daylight tomorrow.

The situation of the men in the lifeboat was declared to be precarious although hopes were expressed that they might reach shore safely if the weather remained calm. It was declared that Captain Blisset probably would send picked oarsmen on the trip.

The position of the Canadian importer was given as latitude 39:49 north, longitude 124:55 west, which would be about 625 miles southwest of the Columbia river. Seafaring men declared that the weather there was no reason why the lifeboat might not make Astoria, Coos Bay, or any other Oregon or northern California port they might choose.

It was said, however, that should the lifeboat attempt to make a landing along the coast at a point where there was no harbor, it was possible that the breakers might swamp the boat, with resultant loss of life.

Accidents have happened in the case of wrecks along the Oregon coast, but mariners pointed out that they were the accompaniment of wrecks in which passengers were loaded into lifeboats commanded by under-officers.

It was considered unlikely that the mates in charge of the Canadian importer's boat would attempt such a risky landing, especially since they probably left the vessel amply supplied with provisions and probably knew that the boat would float indefinitely, giving them plenty of time to bring help.

The accident to the Canadian importer happened just three weeks after her sister ship, the Canadian Exporter, went ashore and eventually pounded to pieces on the rocks at the entrance to Willapa harbor, on the Washington coast.

PINE CARRIED BY IMPORTER

Portland Cargo Taken for Australia and New Zealand.

Aboard the Canadian importer is a shipment of 900,000 feet of pine lumber loaded at Portland and exported to Australia and New Zealand by Balfour Guthrie & Co. The shipment, which consists of three parcels consigned to Adelaide, Sydney and Auckland, is valued at \$21,000, according to the export declaration filed at the Portland customs house. The Canadian importer left here July 28 to complete her cargo at Vancouver, B. C., and departed from the Canadian port August 13.

The Canadian importer is the second vessel of the new Canadian government merchant marine to be routed to Portland and both have come to grief. The first to be dispatched to this port was the steamer Canadian Exporter, which went aground near Willapa Harbor August 2 while on her way from Vancouver, B. C., to load the week broke in two the following day and was recently sold by the underwriters for \$3000.

The steamer Cordova is on her way to Portland to complete her first round voyage to the Hawaiian islands and back in the service of the Alaska Steamship company. She left Honolulu August 15 and is expected to load freight for Portland and will be due here tomorrow.

TOW DECLINED BY IMPORTER

Freighter Is Reported to Be in No Immediate Danger.

SAN FRANCISCO, Aug. 25.—The Canadian importer is in no immediate danger and has declined a tow, according to a radio message from

CLEVELAND LOOKS FOR BETTER TIMES

Business Leaders Think Depression Near End.

STREET TO BE REPAIRED

Main Artery Into Klamath Falls Will Undergo Improvement.

KLAMATH FALLS, Or., Aug. 25.—(Special.)—Sixth street, one of the main arteries leading into town from Lakeview and California points, as well as the main entrance for traffic from most of the farming districts south of here, will be improved at once at an approximate cost of \$12,000. This was decided by the city council at its last meeting.

Facility drains caused the pavement to crack and buckle, leaving many large holes. For three years the street has been in bad condition. Last November the voters authorized a special levy of \$12,000 for its repair.

The main item of cost will be drainage, contract for which was let to Lorenz brothers for \$11,115. The contract for curbing and leveling the surface was awarded to the Warren Construction company for \$1685.

MINERS BEGIN BATTLE

(Continued From First Page.)

the Boone-Logan county line, prepared for the expected invasion into Logan's non-union fields.

TROOP TRAINS ARE ORDERED

Knowledge of Destination Denied by Railway Company.

COLUMBUS, O., Aug. 25.—Norfolk & Western railroad yard officials here announced tonight that they had received orders to have three coaches ready for transportation of troops southward at "any time after midnight."

All officers at Columbus barracks where several hundred troops are stationed, were attending a staff meeting and could not be reached. Soldiers stationed at the barracks were called in from amusement parks and from the streets by orderlies who said that preparations were being made for a movement.

The Norfolk & Western yard officials denied knowledge as to destination of the train, but said their information was that the troops would move eastward on the Pennsylvania railroad from Fort Benjamin Harrison, Ind. Pennsylvania officials, however, said they knew of no troop movement between Indianapolis and Columbus.

WASHINGTON, D. C., Aug. 25.—

An urgent appeal for federal troops to restore order and prevent further lawlessness on the part of striking miners in the West Virginia coal fields, was received today at the war department.

The request for troops, made by Governor Morgan of West Virginia, said that a force of one thousand men was needed. Acting Secretary of War Wainwright immediately ordered Brigadier-General Read, commander of the fifth corps area, with headquarters at Fort Benjamin Harrison, Ind., to hold troops available for quick dispatch to the West Virginia coal fields.

Brigadier-General H. H. Bandholtz, former provost marshal-general of the American expeditionary force and commander of the new army district of Washington, and Colonel Stanley H. Ford, were ordered to proceed immediately to Charleston, W. Va., to conduct an investigation as to conditions in the troubled area.

5000 TO 6000 REACH RACINE

Force Apparently Without Leaders and Stragglers Into Town.

RACINE, W. Va., Aug. 25.—A crowd of men, estimated at between 5000 and 6000, reached here this morning from Mingo county, where they had been in camp. Many of them openly said they were marching to Mingo county where martial law had been declared several months ago by Governor Morgan, is still in force. They were apparently led by leaders who straggled into town, although a compact body held to the main highway.

While it was declared by some of the men who talked with citizens here that the majority of the marchers were determined to carry out their protest against what they termed "the mine guard system," many of the men carried guns and it was said others had pistols, although numbers of them said that they were without firearms of any kind.

Upon reaching Racine they spread themselves over the town and in adjacent fields where they broke fast.

BATTLE DENIED BY DEPUTY

Only Report of Shooting Is Said to Be Firing at Airplane.

HUNTINGTON, W. Va., Aug. 25.—Louis Michaelson, a news dealer of Logan, stated to the Associated Press correspondent tonight that he was a member of a party of deputies that reconnoitered in the vicinity of Blair this afternoon.

He declared there had been no battle there between miners and deputies, and that the only report of any shooting was that miners had fired at an airplane.

WIRES ARE REPORTED CUT

Boone County Sheriff Says He Has No Information.

PITTSBURG, Pa., Aug. 25.—J. L. Hill, sheriff of Boone county, here tonight told the Associated Press over the long distance telephone that all wires between Madison and Blair had been cut and that he was without information concerning a reported engagement between miners and deputy sheriffs at Blair.

Logan Citizens Mobilized.

LOGAN, W. Va., Aug. 25.—About 500 Logan county citizens were under arms here at daybreak prepared to hurry to the Boone county border, where, according to advices received at the office of Sheriff Chafin, a party of men marching from Marmot to Mingo county as a protest against martial law there were about to cross the boundary.

Hill Military Academy, Portland, Oregon, has government equipment.

Phone your want ads to The Oregonian. Main 7070. Automatic 560-95.

CLEVELAND LOOKS FOR BETTER TIMES

Business Leaders Think Depression Near End.

GERMAN DYES FEARED

High Tariff Requested to Insure U. S. Manufacturers Against Loss Through Exchange.

(Continued From First Page.)

third of the building construction now under way in Cleveland was made up of public and semi-public structures, such as schools, hospitals, etc. Otherwise it was confined to essential business buildings, a rather unusual situation when business is conducted on an even keel.

The men who have made the most money in America deal in goods sold on a small margin of gain. Look at Rockefeller, Woolworth and their kind.

These men are looking forward to better business on a better-business basis.

HOBOKEN FIRE IS PROBED

DEFECTIVE INSULATION ON PIER SUSPECTED.

Damage to Leviathan Aggregates \$50,000, and Army Property Suffers \$1,000,000 Loss.

NEW YORK, N. Y., Aug. 25.—(Special.)—An investigation was begun today by city and federal authorities and will be continued until all ascertainable facts have been learned in connection with the fire which Wednesday night destroyed piers 5 and 6 at the army base in Hoboken, with the barracks and other quarters and sited the upper works of the steamship Leviathan.

While estimates are still far from accurate, it was stated at army headquarters in Hoboken that the loss of army property would be about \$1,000,000. The damage to the Leviathan was definitely placed at \$50,000 by William F. Gibbs, chief construction engineer of the International Mercantile Marine company, custodian of the ship.

STEEL PICKING UP

Mr. Allen said the products of the American Steel & Wire company touched more branches of business than any other in the United States. Steel, he said, was about as low as any steel product company in volume of output now, but there was pronounced feeling that the trade had struck bottom. Collections were better. Steel men were more hopeful. In fact, the steel business as a whole was a shade better.

Mr. Seymour said when the hardware and tool business had become very dry he tried to stimulate business by lowering the price on locks which he marketed through the Simmons Hardware company. He had sold more in the last two months than in six months previous, architects' reports, he said, were of a good many jobs in prospect, more in fact than in any previous time he could recall.

Tariff Declared Important.

Mr. Howard estimated the chemical business on a spot basis. Dye stuffs must improve in demand with improvement in the textile industry, but he said, Germany had put a land out of business in this line in a few months and it had been necessary for England and France and Italy to put an embargo on German dyes. He said the future of the chemical industry in this country depended on the tariff. It was not for the tariff to protect the industry, for it was not a question of German cheap labor, but the matter of exchange, which if German dyes were sold here would favor Germany greatly. He couldn't see anything but improvement in the dye industry if protected against Germany's production.

Paint Sales Good.

Mr. Joyce said the store sales of paints and varnishes were up to those of 1920. The business was not affected adversely to such a degree as others by general depression. In fact it prospered in some ways. The star trade in paints and varnishes was very good. Men did more painting and varnishing about their houses when they were idle than when busy. The sales through 5, 10 and 25-cent stores made a big total. There had been very distinct signs of improvement all along the line lately. Sales in the first 15 days of August equaled those for the whole of July. Only in the departments of railroads and marine was business slow.

Freight Rates Handicap.

In the raw material that enter into the making of paints and varnish high freight rates were a handicap. Today the whole industry was on a 72 per cent basis. When the railroads started to put their rolling stock in shape he didn't think the production of all the paint and varnish plants in America would be sufficient to meet the general demand. The industry as a whole was highly cheerful. It was embarking on a great advertising campaign to make 1922 the greatest year in its history.

BEACH-NUT CIGARETTES

20 for 15¢

BEACH-NUT CIGARETTES

cheerful. It was embarking on a great advertising campaign to make 1922 the greatest year in its history. C. E. Parker, president of the Foot-Burt company, makers of lathes and machine tools generally, gave a fine illustration of what an energetic man can do. His business was flat. He wanted to make business. He decided to go to something of general utility. A washing machine was his selection. He studied the problem in all its phases and produced a new machine. He got costs down to a minimum. He put his product on the market and his sales were double what he expected.

Cleveland Looks Good.

Cleveland looks good to a visitor. Many of the big business profits in their experience of the last year or two. They think, like David Gibson, that there is more profit in selling goods at a low percentage of profit than in big. They appreciate volume, as do the department-store people. Peaks and depressions are less so sharp when business is conducted on an even keel.

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Women's Luxite Hose

—Large new shipments have arrived of silk, mercerized and fiber Luxite, also new silk lace effects and outsize Luxite hose, silk, silk plated and mercerized.

Street Floor—Lipman, Wolfe & Co.



Inexpensive Pianos

During Readjustment Period Sale

—Those who seek a piano of excellent quality but have deferred buying because of prices will find here offerings that make it possible to buy now.

\$375 \$425 \$475

will buy fine new upright pianos, and that means you are paying

\$150 to \$250 Less

Than You Did a Year Ago

for the same quality new pianos right here in Portland.



Grands \$200 to \$300 Lower

—If you do not wish to pay cash we will arrange to let you pay by the month as low as \$10 for a new piano, as low as \$15 for a player piano, and as low as \$25 a month for a new grand piano.

Phonographs at \$50 to \$100 Reductions

Initial Payment \$5

Small Weekly or Monthly Payments Thereafter

—It plays all makes of records; its sapphire ball does away with needle changing; its action is so smooth and even that records played on the Pathe last longer; its tone is a marvel of sweetness.

\$75 Cash or \$4 a Month

A new Stradivara, Harmony G. oak. . . \$125.00

A new Stradivara, Beethoven, mahogany. . . \$168.00

Two new Stradivaras, Chopin G. oak. . . \$150.00

A new Stradivara, Melody, mahogany. . . \$112.50

A new Bluebird, B. mahogany. . . \$125.00

Convenient Terms—\$10 or more at time of purchase; \$3, \$5 or more a month thereafter.

Seventh Floor—Lipman, Wolfe & Co.

—Towering back of this reduction sale is the realization that every one of these suits is tailored by one of the few makers who tailor their garments up to the Lipman-Wolfe standard of quality—the highest known.

For Two Days Only—Best to Come Early Today

Hundreds of New Fall Suits Have Arrived for Men and Young Men

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"Merchandise of Merit Only"

—Men are buying them quickly at this price, because it is only by securing them at less than the regular wholesale cost that we can sell them for so little.

Green, brown and blue heathers, in the smart Richelieu rib; sizes 9 1/2 to 11 1/2.

Just Inside Washington Street Entrance—Lipman, Wolfe & Co.

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