

DR. SUN'S FLEET BOMBARDS FORTS

Deposed President Anchors in Canton Harbor.

U. S. DESTROYER NEAR

American and British Warships Are Cleared for Action to Protect Foreigners.

CANTON, China, July 10.—(By the Associated Press.) Sun Yat-sen, deposed president of South China, sailed into Canton harbor today aboard the gunboat Wunfung, escorted by two cruisers and one destroyer, after bombarding the Macao forts two miles below the city. Sun declared he would not again bombard the city proper.

Sun's battle with the Macao forts, which are only two miles from Canton down the West river, and are not identified in any way with the Portuguese settlement of Macao, approximately 75 miles farther down stream at the mouth, cost him one killed and three wounded. The casualties in the forts were not known. Sun's ships were only slightly damaged, although there is no present evidence of any preparation on the former's part to carry out such a plan.

Sun Yat-sen told the Associated Press correspondent tonight that he had not yet decided on his next step and that he would await developments.

Destroyer Is Abandoned. When Sun abandoned Whampoa yesterday, following the blowing up of his ammunition dump by Chen Chung-Ming's shells, one of his destroyers disabled there. His three largest cruisers, Haichi, Hainan and Chaohe have left for Hongkong. They were accompanied by the remainder of his fleet into Canton harbor owing to the shallow waters.

Followers of Sun and troops under Yip Kue, leader of Chen Chung-Ming's detachments, have been skirmishing on the outskirts of the city.

HARDING ISSUES ORDER

(Continued From First Page.) Independence of the United States one hundred forty-seventh.

"WARREN G. HARDING, (By the President.)"

"CHARLES E. HUGHES, Secretary of State."

TRAIN WRECK ATTEMPTED

Three Telegraph Poles Are Laid on Southern Pacific Tracks.

SAN FRANCISCO, July 11.—An attempt was made to wreck Southern Pacific train No. 24, a local between Oakland and Hazen, Nev., by the placing of three telegraph poles on the track at a point near Hayward, Alameda county. An investigation today was begun by officials of the railroad and the state department of media county. The train smashed through two of the poles and was brought to a stop when it struck the third, the train crew reported to the company.

Little damage was done to the train and no one was injured, although the passengers were shaken up. The train connects with the 1:30 A. M. boat from San Francisco and is known as the "Newspaper Special."

There was no evidence, according to the officials, that the poles were placed across the track by striking shopmen or strike sympathizers.

L. S. Gordon, secretary of the Federation of Railway Employees of the Southern Pacific system, said that 25 of the company's locomotives had been sidetracked in San Francisco at different points on the division on account of the strike. Eight of the engines were at San Jose, he said. Overland trucks were developing hot boxes because of lack of attention and were arriving at the terminals off schedule as a result, according to Gordon.

Strikebreakers were said by Gordon to be leaving the shops at Ogden and he made public a telegram saying that but two men were at work at the Tucson, Ariz., shops. Train service in the San Francisco region appeared to be normal.

CONFERENCE IS PLANNED

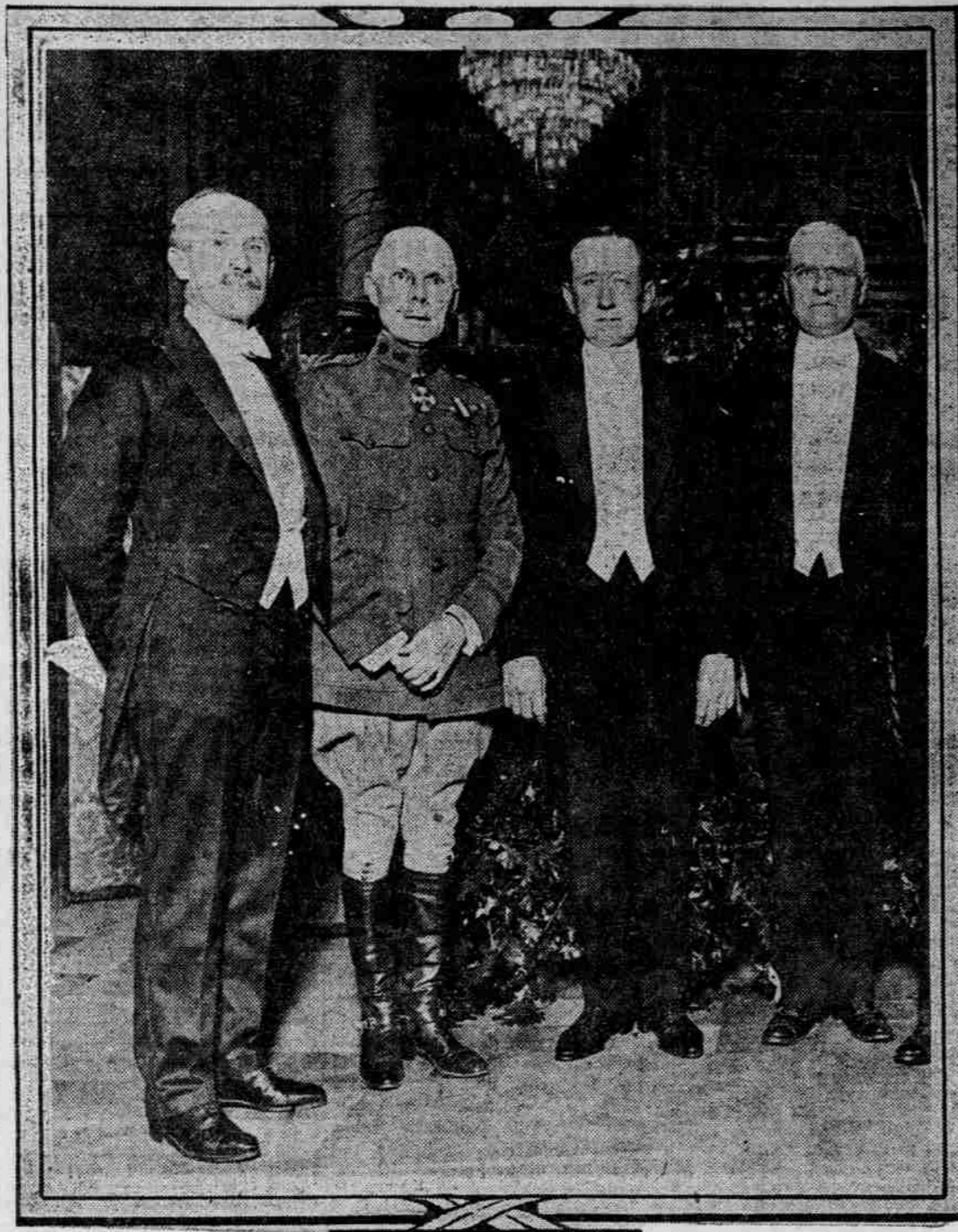
Big Four Leaders to Meet With Railroad Executives Today.

CHICAGO, July 11.—(By the Associated Press.)—With state troops on guard in half a dozen states to avert violence and prevent interference with the movement of the mails or interstate commerce, leaders of the "big four" railroad brotherhoods and railway executives were hurrying to Chicago tonight to confer tomorrow on issues growing out of the shopmen's strike.

At Bloomington, Ill., where state troops have been guarding the Chicago & Alton railway shops, engineers, firemen, trainmen and conductors, members of the four big brotherhoods, voted today not to enter the shops or yards as long as troops are stationed there. The matter of working with guards and state troops on duty is one of the matters expected to be taken up tomorrow.

Members of the "big four" unions have also protested that rolling stock has not been kept in condition since the strike of shopmen. A rift in the strike clouds appeared today with the announcement of D. W. Holt, president of the Brotherhood of Railroad Signalmen, that his 14,000 members would not strike at this time but expected to open new negotiations with the individual carriers regarding their grievances. If unable to reach an agreement the entire matter will be

MEN WHO HAVE CREATED REMARKABLE WONDERS IN THIS OLD WORLD.



Left to right—Orville Wright, who developed the airplane; General George O. Squires, senior Marconi, wireless inventor, and General George W. Goethals, builder of the Panama canal.

The photo shows a group of engineers—men who have created remarkable wonders in this old world. The photo was taken in the auditorium of the Engineering Societies building in New York city, where six of the scientific world, four of whom have received the same medal. A dinner was given by the engineers in honor of Marconi by the Engineers' club.

referred to the railroad labor board, he said.

The shop craft leaders assumed a more hopeful attitude today with receipt of advice that, all told, 18 railroads had made conciliatory expressions looking toward a settlement of the strike and that some were already conferring with the system federation committees.

No settlement will be made, however, except on a national basis, the union heads insisted, adhering to their original attitude of insisting that the railroads deal with the six international shop unions as a whole.

Negotiations have progressed so far on the Northern Pacific and the Great Northern that R. A. Henning, chairman of the strikers' committee of St. Paul, Minn., came to Chicago today to confer with President Jewell and other federation officers. No definite conclusion was reached. It was said.

FOREMAN TARRED BY MOB

Head of Illinois Roundhouse Is Kidnaped in Auto.

BLOOMINGTON, Ill., July 11.—A mob of 25 or 30 men with handkerchiefs tied over their faces, tarred and feathered a Chicago & Alton roundhouse foreman named Dickens at Roundhouse, Ill., early today, after receiving reports received here.

The mob took the foreman from a dining car, near the roundhouse, and drove in an automobile to the country where the tar and feathers were applied.

DOVER OUT, SAYS RUMOR

TREASURY ASSISTANT SAID TO HAVE RESIGNED.

Action Believed Result of Recent Controversy With Commissioner D. H. Blair.

WASHINGTON, D. C., July 11.—President Harding was understood tonight to have under consideration the resignation of Elmer Dover of Tacoma, Wash., formerly of Ohio, as assistant secretary of the treasury in charge of customs and internal revenue.

Information of the resignation of Mr. Dover was received at the capitol today from treasury sources, but something of a mystery surrounded the severance of the assistant secretary's connection with the treasury, as official confirmation or denial of the report was wholly lacking.

At the treasury it was said that Secretary Mellon had no statement to make and that the matter was tonight to be discussed with the president. At the White House it was made known that President Harding had no comment to make at this time. Mr. Dover himself would neither confirm nor deny the report, declaring that he had nothing to say.

The resignation of Mr. Dover, it was indicated, could be regarded as the culmination of his controversy with David H. Blair, commissioner of internal revenue, which had raged for several months over the proposed reorganization of the internal revenue bureau.

WHAT CONGRESS DID AS ITS DAYS' WORK. Senate. Poll on ship subsidy legislation indicated overwhelming sentiment for postponement until the next session of congress.

Tariff revision debate concluded, vegetable oils being under consideration all day. Heflin, democrat, Alabama, sharply commented on the bestowing of a degree by Harvard on Governor Harding of the federal reserve board.

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Read The Oregonian classified ads.

Basin Survey Bill PASSED BY SENATE

Approval of Measure Quickly Follows Report.

ARKANSAS MAN PROTESTS

Caraway's Queries and Charges Promptly Answered by Walsh and Senator Ashurst.

THE OREGONIAN NEWS BUREAU, Washington, D. C., July 11.—Senator Poindexter's bill providing for an investigation of the Columbia basin irrigation project and authorizing an appropriation of \$100,000 to carry on the work passed the senate in record time soon after its opening today.

Senator Jones of Washington, ranking member of the committee on irrigation, had no more than reported the bill from committee than Senator Poindexter arose and asked unanimous consent for its consideration. Senator McCumber of North Dakota, in charge of the tariff bill, said he had no objection to permitting the bill to be taken up if it did not precipitate prolonged debate.

Senator Caraway of Arkansas immediately asked a cross-fire of questions to know why special action was asked of congress and for what reason the investigation project was expected to block consideration of the measure the Arkansas senator subsided. Before abandoning his attack, however, Senator Caraway came into the debate with the statement that of the \$11,995,478 expended in the first 15 years of the reclamation service \$4,125,859 had been returned to the treasury. Senator Ashurst added: "I hope this bill will pass."

And it did, the time of its passage being exactly 1:46 in the afternoon, during what is known as the morning session of the senate.

A preliminary report to the committee on irrigation of that body. It is expected that it will be taken up and reported soon after the house reconvenes, August 15.

MR. CHAMBERLAIN WON

(Continued From First Page.)

sound generally will offer as to the much mooted section. The committee is to return on the way to California cities.

In commenting on the Portland situation yesterday, Commissioner Chamberlain said: "The rapid development of ocean-going commerce the last year or two in the Columbia river district has been most remarkable and this, taken in connection with the improvements in the channel between Portland and the ocean, entirely changes conditions which existed three or four years ago, when it was determined to place no combination passenger and freight ships at the disposal of Portland. The normal flow of a major portion of the commerce of the inland empire is toward Portland and I feel that when

the impression received as a re-

sult of the Portland meeting was practically the same as that at other hearings and that that community as a general rule are opposed to it. I propose, however, to keep an open mind on the subject until all evidence is in and I feel we will then have no difficulty in reaching a conclusion.

Difficulties Are Cited.

"One of the greatest difficulties of section 23 is the proper construction to be placed on it. I haven't found any two lawyers who agree on what it means. Members of the board, have not discussed the construction likely to be put on it, as they wanted expressions from the communities as to its application. It is barely possible that the ship subsidy bill may pass, in which event the question as to how section 23 shall be applied will be unnecessary to determine."

The section's enforcement would provide for preferential rates on interstate or transcontinental freight moving across the ocean in American ships and the alleged intent was to afford the American merchant marine an advantage over foreign carriers as to handling imports and exports from between American ports and those in any possession or dependency of the United States or in a foreign country. In advance of consideration as to the section being acted on, it must be determined whether facilities afforded by American ships are adequate and in the case at Portland it is contended, backed by statistics of all kinds, that the preponderance

of cargo is taken care of in foreign carriers while American ships, especially the shipping board vessels handle only a small percentage.

DRUGGISTS OPEN SESSION

State Pharmaceutical Association Convenes in Roseburg.

ROSEBURG, Or., July 11.—(Special.)—The thirty-third convention of the Oregon state Pharmaceutical association began in Roseburg today. Druggists from all parts of the state attended the opening session and they arrived in larger numbers during the day, the majority of them making the trip to Roseburg by automobile. It was estimated that there will be about 200 at the sessions tomorrow.

A special luncheon was given largely to the ordinary convention business, including the applications for membership, appointment of the nominating committee, and other routine work. This afternoon several addresses were given by prominent speakers.

A special luncheon and reception was held this afternoon for the wives of the visiting delegates. An informal dance was given tonight.

Sergeant Welling Transferred.

THE OREGONIAN NEWS BUREAU, Washington, D. C., July 11.—Technical Sergeant Arthur L. Welling, Vancouver barracks, has been ordered to the commandant quartermaster corps school, Grays Ferry road, Philadelphia, for a course of instruction.

EACH SIDE STANDS PAT

WATCHFUL WAITING POLICY ESTABLISHED HERE.

No Strike Disorders Yet Reported, Although Pickets Are on Duty Outside All Shops.

With both sides standing pat, railroad officials claiming that the strike has not affected the operation of trains, and strikers still firm in their refusal to return to work, the railroad shopmen's strike, as seen in Portland, seems to have settled down to a policy of watchful waiting.

No disorders have been reported, though pickets are on duty outside of all shops and trains are running on time, railroads are steadily adding to their forces of workmen and the strikers' ranks are firm, no desertions having been reported.

Forty-five new men were added to the payroll at the Albina shops yesterday. Union Pacific officials report. The company now has about one-half of its normal crews at work. At Seattle a full shop force has been employed. At the Dalles the company has succeeded in filling about 60 per cent of the positions left vacant by the strike. According to the officials of this system, no train movements have been interrupted by the companies.

Southern Pacific officials reported a 75 per cent crew in their shops. Their trains, too, are running without trouble. Spokane, Portland & Seattle heads said that a force about one-half of that normally employed was at work in local yards and shops. "Everything is quiet," declared W. F. Turner, president of the system, yesterday. "We are running all trains on time, freight is moving normally. The strikers have pickets outside of all shops, but as yet there has been no disorder whatsoever."

Though the railroads are building up gangs of workmen to replace those who went out on strike, officials of the shop craft yesterday said that the men who walked out are still out and that the newly hired workmen are not mechanics or skilled workers, but tramps and laborers whom the companies have impressed into service.

SHOPMAN GETS FINE OF \$75

Man Who Pointed Revolver at Picket Just Escapes Jail.

LA GRANDE, Or., July 11.—(Special.)—Pointing a revolver at a picket near the O-W-R. & N. shop here cost E. L. Bryant \$75 and probably he would have received a jail sentence had he not had a wife and several children dependent upon him. Bryant drove up to the shops, where he was working, having returned to work last Thursday, and when a picket signaled to him he drew his gun.

On being brought into municipal court last night he was fined, the trial judge declaring that he would have imposed a jail sentence except for the man's family.

Call Conference, Says Jewell.

CHICAGO, July 11.—(By the Associated Press.)—R. M. Jewell, president of the railway employees department of the American Federation of Labor, declared tonight in reply to a proclamation issued by President Harding that the way to end the present strike was to call a conference of the shopcrafts and the railway executives.

POWER PERMIT REFUSED

Proposed Kalamia River Project Held Not Feasible.

THE OREGONIAN NEWS BUREAU, Washington, D. C., July 11.—The federal water power commission has denied the application of C. L. Kephart of this city for a permit for a proposed power project which involved diverting Kalamia river, Washington, into Lewis river, on the ground that the project was not feasible from an engineering standpoint and that there was no showing of a market for the power to be developed.

A preliminary permit for 21 months was authorized by the commission for issuance to the Fort Klamath Meadows company at Fort Klamath, Or., for a power project to be located on Anna creek just outside the boundary of Crater lake national park. The capacity at the site is about 430 horsepower and as developed will be used mainly for pumping purposes in connection with the reclamation and irrigation of lands in the vicinity of Fort Klamath.

Bend Priest Off for Ireland.

BEND, Or., July 11.—(Special.)—Father Luke Sheehan of St. Francis church of Bend, left today on his way to visit his old home in Ireland. He will probably go to Rome to pay his respects to the pope before returning to Bend.

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