

AUSTRALIA WILL REMAIN FIRM ON JAPANESE STAND

All Pressure for Withdrawal of Objections to Alliance Will Be Resisted, Declares the Premier.

By C. F. Bercelli
(Copyright, 1925, by Universal Service.)
London, July 17.—Denunciation of Japan's policy in the Pacific and an expression of Australia's determination to resist pressure to withdraw her objections to the Anglo-Japanese alliance, are furnished in an authorized statement by E. G. Theodore, premier of Queensland. The statement was given by Premier Theodore to Colonel Arthur Lynch, journalist and campaigner representing Universal Service. Mr. Theodore said:

QUESTION IS VITAL.
"Those who are not Australians or never lived in our country find it difficult to comprehend how vital to us is the Japanese question."
"Once we have opened the door ever so little to a Japanese invasion, we could not close it again. If the Japanese gained entrance they would soon begin to send in great numbers of traders, organizers and workmen. In the industrial world they have the most formidable competitors imaginable. They are active, hard working and content with little. They could work for one-third of the wages Australian workmen get and thus out the latter from their own business."
"Then it must be remembered that every Japanese is a soldier and that discipline and obedience in their army are at the highest point."
"Their ideas are not parallel to ours. They have suddenly emerged from the age of feudalism to the forefront of modern civilization, but they retain many ideas and superstitions of the middle ages."

PACIFIC CONTROL AIM.
"Upon one point, however, their minds are all directed.
"They mean to have control of the Pacific, and it is probable that the next great war will be fought for the mastery of that ocean."
"If they begin to enter Australia they would claim citizenship rights, and in that case we could not refuse. They would not, however, settle down as Australian citizens. Their eyes would be ever on Japan."
"Soon they would have a million men. Meantime they would have the policy of local areas, and in the end control the policy of Australia."

"But the question is closed so far as we are concerned. Great pressure has been brought to bear on me by England—and also recently by France, to reconsider my views. It has been pointed out that the Japanese were our allies in the war, that France and England are open to them, that the question must be regarded as closed because the Japanese are agitating strongly and with powerful measures, and that the League of Nations must take up the question."
"To this I reply:
"The Japanese did not come into the war in any self-sacrificing way to help their dear ally, England. They came in impelled by their own interests, watched their own interests at every phase of the campaign and they emerged from the war with smaller losses than any of the great powers, and with their position in the world enormously strengthened. They are now working up to an army of 4,000,000 and they are building their own ship yards, the biggest battleships the world has known."

ENGLAND NOT ATTRACTIVE.
"It is true that no restrictions are put on their entry into France and England, but there are no attractive vacancies in those countries, and they are not favorable to their immigration."
"We would have given them the freedom of Australia also, if we were sure that they would never come there."
"We are not here selfishly holding out for advantage. We are fighting for our lives. If the Japanese come, then Australia as we know it will be doomed. But they will not come. We would

Federal Electric Railway Members To Convene July 22

Mayor George L. Baker was advised Saturday that the final meeting of the federal electric railway commission will be held in the office of Edwin P. Sweet, vice chairman, at Washington, D. C., beginning July 22.

Mayor Baker was named a member of the commission in 1919, but has never been able to attend any of the meetings, all of which have been held in the East. He had planned going to this last meeting, but the trip to Alaska took much time and now he has to hold down the city hall, while the other commissioners are vacationing.

The federal electric railways commission was created to investigate street railway problems over the country and suggest legislation for their solution.

SECOND OF YACHT RACES NO CONTEST

(Continued From Page One)

"J" was run up on the committee boat announcing the contest was off. The Resolute was 100 yards under her lee. It was a long weary day of nautical vicissitudes. Scheduled to start at noon, the race was postponed until 1:45 p. m. until the wind, which had varied all around the compass and then dropped, made sailing possible.

LIKE A PAINTED SHIP.
"Throughout the day the wind puffed and died, and the contenders sat idly on the water. Resolute's only real sprint was when, rounding the first mark, she picked up a breeze and sped off towards the second mark."

One mile before the defender turned, Shamrock was 100 yards under her lee. Resolute caught the wind on the turn, rounded the mark and was off. Shamrock was caught in a calm and tacked and tacked and tacked for 40 minutes before she rounded the buoy.

Five miles from the second mark, after a swift reach, Resolute ran into a calm. Shamrock, with a wisp of a breeze, cut down the lead to two miles, when her sails went dead. From that time on it was merely a question of watchful waiting for the signal "J."

At 1:46:38 the Resolute crossed the line, less than 1 1/2 minutes after the starting signal went up. Nine seconds after her, the green challenger cleared the line.

YANKEE CREW CLEVEREST.
Resolute had used to good advantage the seconds allowed her in maneuvering. Captain Burton had tried several times to blast the defender, but Captain Adams always escaped by bearing away. Clever work at the helm put her to the windward of the challenger and she footed forward with the advantage.

The moment Shamrock felt the breeze, however, she got into a stride which soon put her ahead of the Resolute, but so far on the leeward, on the starboard tack, that the challenger still held the advantage. However, it was as the yachts approached the first mark that the American crew displayed the cleverest seamanship. Both yachts went about on a port tack and then split tacks twice in search of a breath of wind. The Resolute caught the breeze, rounded the mark and sauntered away, leaving her rival becalmed.

The yachts will meet again Tuesday for another triangular course race.

Driver, Fined, Must Pay Crash Damages

Corvallis, July 17.—W. H. Torry was fined \$100 for reckless driving on the highway from Albany to Independence. He ran into a car driven by H. H. Anthony. Mrs. Anthony was thrown from the car, suffering bruises, and R. P. Waggy and Bertha Rolla, who were riding with Anthony, were injured. The Anthony car was damaged and Torry was required to make good the damages.

fight on that issue if we had to face extermination. The same impulse that made us come into the great war would operate here, and the mother country would be on our side."

TAMPICO STRIKERS AND TROOPS CLASH

Threats to Burn Oil Tanks and Warehouses Bring U. S. Gunboats to Scene.

Vera Cruz, July 17.—American gunboats have anchored off the fiscal wharf at Tampico as the result of threats by strikers to burn oil tanks and warehouses on the waterfront. It was reported from the city tonight. During a clash between strikers and troops the chief of police at Tampico had a narrow escape from being killed. Troops with loaded rifles are patrolling the Tampico streets and are on guard around the property of foreign companies.

captain of the destroyer on which we was on. "Don't get personal," I said. "If you had to get up at five o'clock in the morning to see a race that don't start till 1:45 in the afternoon and when it's started you don't know if it's started or hasn't started you would be a long sleepy swell too, provided you was long and sleepy, and a swell."

"Shamrock's got the advantage today," said the captain after a while. "they's 3 legs in the stead of 2 and the first leg is a beat while the other 2 is reaches and Shamrock is supposed to be good on reaches."

DIDN'T DO WILLARD NO GOOD.
"That's allright," I said, "but I was down to Toledo last 4th of July a year ago and by the time Dempsey got in the first beat, Willard reaches didn't do him no good."

So the captain asked me what happened to Willard down there. "Well," I said, "it looked to me like his throat hurt. He looked to me like his throat hurt. He looked to me like his throat hurt."

Finally I asked the captain why he didn't challenge for the cup if his destroyer could go along at a speed of 35 knots. It didn't do anything against nothing to get out here this morning with 150 nuts to say nothing about cartoonists."

One of common reporters came along about this time and announced that Ted Lipton had 2 belated guests on the board of his yacht, the Victoria. The guests was Dewar and Garret, both of which is in the same business in the other side, as far as we are concerned they may as well stay on the other side, though they might of been more friendly if they had of known that we boys through halyards was parting with the which they was very few squalls on this occasion, but they was a whole lot of squawks from the birds that payed 25 cents each to come out on the steamer Orizaba in the hopes that they would be something to look at besides the race as the rumor had been spread about that old orl had something on the hip last Thursday. But she had spent the in-terims in the dock and was still in the same condition as when she started out for the battleground today. Good bye forever 25 cents. The morning papers announced that if the wind was to the lewards instead of the windwards why one of legs of the race could be easily observed from the next new Jersey coast so that famous shore was thronged with gents and women with picnic lunches and Etc, which shows that they's more kinds of bugs than mosquitoes over in Jersey, Jersey, Jersey, over on the Jersey side.

(Copyright, 1925, by Bell Syndicate, Inc.)

SEA WAS DEAD CALM, SO WAS YACHT RACE

(Continued From Page One)

gives the Resolute 4571 and the Shamrock 2809.

Ohio—516 precincts out of 607 gives Shamrock 4517 and the Resolute 2809.

Governor Hughes, has evidently been Nevada. At latest reports it looks like each sloop had lost a leg of the race, but I have seen one legged men go faster than them two cat boats and don't think for a minute that Tuesday's race will be slowed up by the loss of a leg apiece. You couldn't slow these birds, up any more than you could slow up a detective on the Elwell case. They're stopped before they start.

SEA DEAD, SO WAS RACE.
Somebody must have shot an albatross between Thursday and Saturday noon. Anyway when it was time for the two fishing smacks to make their getaway, the sea and wind was both in what they call a dead calm, which just about agrees with my sentiments in regards to this here race.

If they want the fans to go out there and see them again next Tuesday, they better put on a double header for a one admission.

At high noon the wind was blowing a two inch gale backwards and neither scow would move so the starter postponed it till along a breath of fresh air which was 1/4 to 2. Then away went the 2 sloops like a snail with paralysis. It's a long long sleepy swell," said the

HARDING SPEEDS UP TO COMPLETE CAMPAIGN SPEECH

Republican Nominee Refuses to Lengthen Time for Meeting With the Militant Suffragists.

By Raymond Clapper
Marion, Ohio, July 17.—(U. P.)—With his first formal speech of the campaign completed and in type, Senator Warren G. Harding was ready tonight for his first breathing spell since arriving in Marion.

Harding revised final proofs on his acceptance speech, to be delivered next Thursday, and the presses in his Marion Star office began printing copies for advance distribution by mail tonight.

The Republican nominee worked under high pressure today in order to get the speech out tonight. While waiting for revised proofs Senator Harding walked over to the Star office and corrected two galleries of the speech himself.

He will attend church tomorrow and plans a few rounds of golf early next week. A number of conferences are also scheduled before the notification ceremonies Thursday.

Harding said he would not change his plans for a 20-minute conference with militant suffragists Thursday morning. They had asked for more time. He saw ex-Congressman Fowler of New Jersey today. Fowler laid his views on the financial situation before Harding.

Congressional Party Visits Pendleton and Umatilla Project

Concluding inspection of irrigation projects and national parks in Oregon, members of the congressional appropriations committee, the land reclamation service and the national parks service, passed over the Umatilla project and visited the cities of Hermiston and Pendleton Friday.

The visitors from the national capitol were accompanied over the Eastern Oregon district by Alfred Aya, representing the State Chamber of Commerce; P. Hetherington, assistant secretary of the Portland Chamber, and William McMurray, general passenger agent, and H. E. Lounsbury, general freight agent of the O-W. R. & N. These men returned to Portland Saturday morning.

Arriving at Hermiston Saturday morning the visitors were taken over the Umatilla project. A large delegation of job day project men, headed by H. S. Boardman, accompanied the party. At Stanfield a luncheon was served and addresses were delivered by Representative N. J. Sinnott and Colonel McNaught.

From Stanfield the party was taken to Pendleton, where plans were rearranged to take the visitors by auto through the wheat lands to Cayuse. From Cayuse the party departed for Idaho, where inspection tours will be continued before the members proceed back to Washington, D. C.

Purchase of Oregon Goods Avoids Long Haul, Says Clark

Buying of Oregon products will eliminate the necessity of long hauls and do much to relieve the car shortage situation, A. G. Clark, manager of the Associated Industries of Oregon, told members of the Purchasing Agents' association of Oregon at a dinner given by the organization in the Chamber of Commerce Tuesday.

Clark called attention to the fact that the government urged localized buying during the war to give available equipment war service, and expressed the belief that the car shortage calls for a renewal of this appeal. He spoke of grain shipments to the Middle West which results in shipment of flour back to the coast when mills can produce the same quality flour here.

SEA WAS DEAD CALM, SO WAS YACHT RACE

(Continued From Page One)

gives the Resolute 4571 and the Shamrock 2809.

Ohio—516 precincts out of 607 gives Shamrock 4517 and the Resolute 2809.

Governor Hughes, has evidently been Nevada. At latest reports it looks like each sloop had lost a leg of the race, but I have seen one legged men go faster than them two cat boats and don't think for a minute that Tuesday's race will be slowed up by the loss of a leg apiece. You couldn't slow these birds, up any more than you could slow up a detective on the Elwell case. They're stopped before they start.

SEA DEAD, SO WAS RACE.
Somebody must have shot an albatross between Thursday and Saturday noon. Anyway when it was time for the two fishing smacks to make their getaway, the sea and wind was both in what they call a dead calm, which just about agrees with my sentiments in regards to this here race.

If they want the fans to go out there and see them again next Tuesday, they better put on a double header for a one admission.

At high noon the wind was blowing a two inch gale backwards and neither scow would move so the starter postponed it till along a breath of fresh air which was 1/4 to 2. Then away went the 2 sloops like a snail with paralysis. It's a long long sleepy swell," said the

Lipman Wolfe & Co.

"Merchandise of Merit Only"

Smash!

Goes the Price
on Exactly Seventy-five
of Our Very Finest Suits, Yes

Our Highest Priced Suits for Men and Young Men

Sensationally Reduced
for Monday only to the price of

\$41.75

We Cannot Guarantee That This Lot Will Last Throughout the Day—Every Suit Should Be Sold Before Noon

Here Are the Makes—

Stein-Bloch

Fashion Park

Langham

Also One or Two Other Standard Brands

Fifth Floor, Lipman, Wolfe & Co.

Styles	Fabrics	Effects
Single Breasted	Tweeds	Mixtures
Double Breasted	Cassimeres	Checks
High-Line	Cheviots	Stripes
Belters	Pure Worsteds	Plain
English Effects	Unfinished	Colors
	Worsteds	

AMPICO

The most progressive and one of the very largest piano concerns in the world is the American Piano Company, owners of the famous Chickering Piano factory. The first two letters in each word of the firm name furnished the material for the word "Ampico."

The instrument is so splendid, marvelous and so superior to all other devices that pretend to play again as the pianist originally played the piano that it was fitting and worthy that a new word be coined to give it permanent individuality and avoid confusion. The Ampico is not a "Player Piano." It is a "Re-producing Piano." It plays the piano not somewhat like the artist played when the roll was played, but LIKE IT WAS PLAYED.

Come In—Ask to Hear the Ampico

G. F. Johnson Piano Co.

147-149 SIXTH STREET, PORTLAND, OREGON

Cheney Phonographs—Martin Melody "C" Saxophones
Victrolas and Victor Records

July Clearance

Men: here's more good news concerning this real clothing sale

During the past few days I have received by express one hundred new fall suits. I have placed them in my stock now on sale, therefore so long as this sale continues they will be offered at the identical reductions at which my spring and summer suits are offered:

One-Fifth Off Regular Price!

All \$40 Suits Now Only \$32

All \$50 Suits \$40 All \$70 Suits \$56
All \$60 Suits \$48 All \$80 Suits \$64

The above reductions include every man's and young man's suit in my store!

BEN SELLING

Leading Clothier—Morrison at Fourth