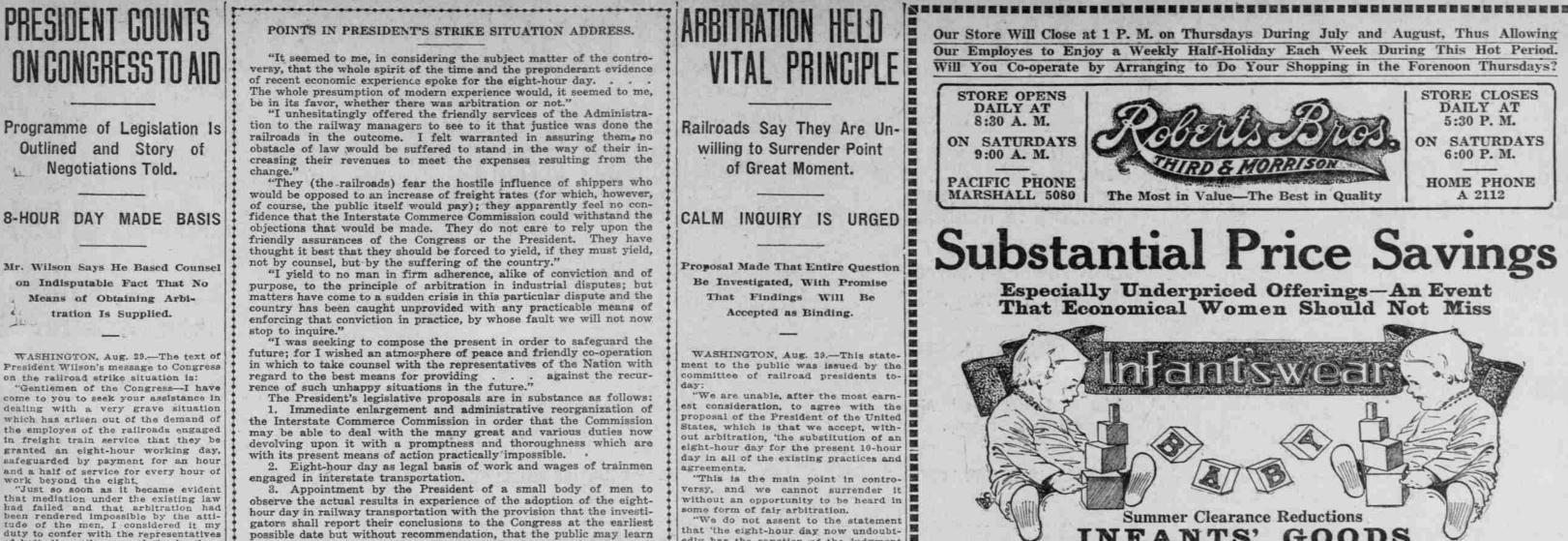
THE MORNING OREGONIAN, WEDNESDAY, AUGUST 30, 1916.



## Summer Clearance Reductions INFANTS' GOODS CHILDREN'S MUSLIN WEAR AND

Thrifty mothers, who realize the importance of this sale, will find splendid savings in these underpriced offerings. Exceptional chances for advantageous buying! Check your needs from this list:

E	immediate world. The difference, be- tween the eight-hour day in business and manufacturing interests and in the railway train service day has been fully explained. The railroad day is a basis for computing pay and overtime, the length of daily service being controlled by variable conditions. "The demands involved in this con- troversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor nor a reduction in the existing hours of labor or change in methods of opera- tion, but for the real purpose of ob- taining an increase of wages approxi- mating \$100,000,000 per annum, or 35 per cent for the men in railroad freight train and yard service represented by the labor organizations in this matter.	Children's years; val Children's years; val Children's values to Children's values to Infants' ( 50c, price Infants' ( 51, priced	Muslin I lues to 65c Waists a	Drawers, at d Guimp at kirts, size kirts, size annel Skin annel Skin	sizes es, size es 3 to es 3 to rts in rts in	4 to 5 5 to 6 yes 6 yes values values	12 14 ars; ars; s to s to	39c 19c 15c 47c 33c 59c
1.1	Many Other Interests Involved.	FRANCE ED	Am masses					

Infants' Wa reduced to	aterproof Pants,	"Omo" 50c g	rade, 3	5c
Infants' Wa reduced to.	aterproof Pants,	"Omo" 35c g	rade, 2	7c
Infants' Wa	aterproof Pants,	"Omo" 25c g	rade, 1	9c
Infants' Ki	nit Gowns up to	2 years; v	alues 3	9c
Embroidere	ed Pillow Slips,	in values to	<sup>35c</sup> 1	5c
Infants' La to \$1. at	ce and Embroid	ered Bibs; v	alues 2	9c
Carter's K	nit Bibs in regu t	lar 15c grad	e; to	7c
Boys' Wash ues to \$1.75	h Suits in sizes 2 5, at	to 6 years;	val- 5	9c

# Infants' Sacques and Bath Robes

All Styles and Sizes in Cashmere, Outing and English Flannel-Regular Values From 25c Up to \$2.00. To Close at ONE-HALF These Prices

the Middle West gathered in Chicago in an eleventh-hour attempt to find some means of averting it. At a conference, called by the Illinois Manufacturers' Association and attended by represen-tatives of similar associations from many states, resolutions were intro-ducad writer that Drasidert Wilson in

STORE CLOSES

DAILY AT

5:30 P. M.

ON SATURDAYS

6:00 P. M.

HOME PHONE

A 2112

duced urging that President Wilson in-sist on the principle of arbitration. Railway officials are making plans to operate trains with non-union men or non-strikers within the railway brotherhood's membership in event of a strike. Some of the officials said they would operate 25 mer cent of the resu would operate 25 per cent of the regu-lar traffic out of Chicago from the minute a strike was declared and could make this service practically normal within 30 days. Police Chief Healey today issued er-ders canceling all furloughs of mem-bers of his force and recalling all members who are on furloughs

observe the actual results in experience of the adoption of the eighthour day in railway transportation with the provision that the investigators shall report their conclusions to the Congress at the earliest possible date but without recommendation, that the public may learn from an unprejudiced source what actual developments have ensued.

4. Power to be granted to Interstate Commerce Commission to consider wage expenditures in fixing freight rates.

5. Provision that full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

Power to be given President to operate roads and draft train

crews in event of military necessity. In conclusion, the President says that arbitral awards should be made record of court of law, in order that enforcement may lie with an "imperative and authoritative tribunal."

than as patriotic citizens of the United States looking before and after and accepting the larger responsibility which the public would put upon them.

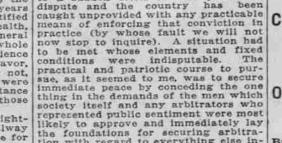
which the public would put upon them. Eight-Hour Day Proposed. The seemed to me, in considering the subject matter of the controversy, that the whole sport of the time and the preponderant evidence of recent eco-hour day. If has been adjudged by the a thing upon which society is justified in insisting as in the interest of health, efficiency, contentment and a generation increase of economic vigor. The whole presumption of modern experience of the debatable points to settle were those which arose out of the acceptance of the eight-hour day, rather than those which affected its establishment. "I therefore proposed that the eight-

of both the railways and the brother-hoods and myself offer mediation, not as an arbitrator, but merely as spokes-man of the Nation, in the interest of the Nation, in the interest of justice, indeed, and as a friend of both parties, but not as a judge only as the repre-

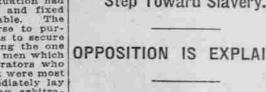
bpt not as a judge, only as the repre-sentative of 100,000,000 men, women and children who would pay the price. the incalculable price of loss and suf-fering, should these few men insist upon

approaching and concluding the mat-ters in controversy between them mere-ly as employers and employes, rather

and the debatable points to settle were those which arose out of the acceptance of the eight-hour day, rather than those which affected its establishment. "I therefore proposed that the eight-hour day be adopted by the railway managements and put into practice for the present as a substitute for the ex-tations ten-hour basis of new and secuthe present is and plot into plastified for the string is provided by and services that I should be appoint, with the services that I should be appoint. With the service the should be appoint. With the service that I should be appoint. With the service that is a should be appoint. With the service that is a should be appoint. Should be appointed to the service of the service o



likely to approve and immediately lay the foundations for securing arbitra-tion with regard to everything else in-volved.



Many Other Interests Involved.

Many Other Interests Involved. "As trustees for the public served by our lines and for the great mass of the less powerful employes (not less than 80 per cent of the whole number) interested in the railroad wage fund— as trustees also for the millions of people that have invested their savings and capital in the bonds and stocks of these properties, and who through the Brotherhoods in Formal Statement surance

these properties, and who through the savings banks, trust companies and in-surance companies are vitally inter-ested to the extent of millions of dol-

"We do not assent to the statement that 'the eight-hour day now undoubt-

edly has the sanction of the judgment

of society in its favor.' We believe

that society has not yet recorded its

Wage Increase Real Aim.

however, dealing with the conditions relating to the eight-hour day in the immediate world. The difference be-tween the eight-hour day in business

"We are not in this controversy,

judgment upon this subject.

<text><text><text><text><text><text><text><text><text><text>

Increasing their revenues to meet the way of their administrative efficiency did not prove adequate to meet them. The public and the represent to accept the must be the public, I felt justified in the work of operations in interstate transportation of the structures of the representatives of the public, I felt justified in the work of operations in interstate transportation of the structures of the structures of the structures of the structures of the representatives of the representatives of the representatives of the railroads declined to accept it. In the face of what T at the representatives of the railroads declined to accept it. In the face of what T at the railroads declined to accept it. In the face of what T at the railroads accept it. In the face of what T at the railroads accept it. In the face of the railroads declined to accept it. In the face of what T at the matter of the structures of the railroads accept it. In the face of what T at the matter of the structures of the railroads accept it. In the face of what T at the the matter of the structures of the railroads accept it. In the face of what T at the matter of the structures of the railroads accept it. In the face of what T at the matter of the structures of the railroads accept it. In the face of what T at the matter of the structures of the structures of the railroads accept it. In the face of what T at the structures of the str

hoods accepted the plan, but the rep-resentatives of the railroads declined to accept it. In the face of what I cannot but regard as the practical cer-tainty that they will be ultimately obliged to accept the eight-hour day by the concerted action of organized abor, backed by the favorable judgment of society, the representatives of the railway managements have felt justified in declining a peaceful set-tlement which would engage all the forces of justice, public and private, on They fear the hostlle influence of ship-pers who would be opposed to an in-crease of freight rates (for which, how-ever, of course, the public itself would pay); they apparently feel no con-ridence that the Interstate Comparent pay); they apparently feel no con-fidence that the Interstate Commerce Commission could withstand the objec-tions that would be made. They do not care to rely upon the friendly assur-ances of the Congress or the Presi-dent. They have thought it best that they should be forced to yield, if they must yield, not by counsel, but by the suffering of the country. and economies, should the facts dis-closed justify the increase.

They have thought it best that they have thought it best that they have the force to yield, if the set that they have the force to yield, if the set that they have the force to yield, if the mediation, conclusting the provides for the methods, or ancination and arbitration which the methods is deferred to arbitration which the methods of arbitration and arbitration arbitration and arbitration and arbitration and arbitration arbitration and arbitration arbitration arbitration and arbitration arbitration and arbitration arbitration arbitration and arbitration a

offset by administrative readjustments such a law."

/Public Investigation Suggested.

portation alike for the men and for the railroads; its effect in the matter of operating costs, in the application of the existing practices and agreements to the new conditions and in all other practical aspects, with the provision that the investigators shall report their conclusions to the Congress at the ear-liest possible date, but without recom-mendation as to legislative action. In order that the public may learn from an unprejudiced source just what ac-tual developments have ensued. "Fourth—Explicit approval by the an unprejudiced source just what ac-tual developments have ensued. "Fourth—Explicit approval by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the rail-roads as may have been rendered nec-bour day, and which have not been offset by administrative readjustments and economies, should the facts dis-

"We propose, however, as a basis of settlement, the following: "A-The railroads will, effective Sep-

tember 1, 1916, keep the time of all men represented in this movement upon an eight-hour basis and by separate account, monthly, with each man, main-

CASTORIA

The Kind You Have Always Bought

Bears the Signature of Char H. Hitching

BELLANS

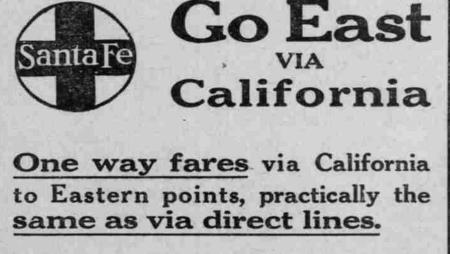
Absolutely Removes

Indigestion. Onepackage

proves it. 25cat all druggists.

) . For Infants and Children.

THIRD OF BUSINESS CUT OFF



See Grand Canyon of Arizona Yosemite Valley --- Petrified Forest on your way---Liberal Stopovers

**General** Agent

Trav. Passenger Agent

Strike Fear Causes Tie-Up.

SALEM, Or., Aug. 29 .- (Special)-The Salem Fruit Union has been notified by the Earl Fruit Company, of Sacramento, that Wednesday night the company will suspend all fruit ship-ments ordered from here in view of

the impending railroad strike. The Salem Union thus will be unable to deliver about 69 cars of green prunes for which a market had been secured this year for the first time gince 1907. Pre-cooling apparatus is already installed and help hired to take care of the prunes which now cannot



First National Bank is always glad to perform for its regular depositors is to answer inquiries concerning their standing and. credit.

If you are maintaining a satisfactory account here and are conducting your affairs along approved lines do not hesitate to give this bank's name as a reference.

**First National** Bank

> Capital and Surplus, \$3,500,000.00.

Fifth and Morrison Streets, Portland.

Telecececci 2323333333

122 THIRD ST., PORTLAND, ORE.

H. H. FRANCISCO

E. W. ZAMZOW