

CLIMAX REACHED IN STRIKE HEARING

Spokesman of Brotherhoods in Tears as He Tells of Obligation to Men.

BOTH SIDES ARE EXAMINED

All Believe That Only Congress Can Prevent Strike and That Public Eventually Will Be Called On to Pay.

(Continued From First Page.)

should not be considered when it was obvious that employees were not receiving a proper wage.

"A bankrupt road cannot buy its coal any cheaper than one that is paying \$3 per cent, then why should any road buy its labor for less than it is worth because a proper wage would decrease its profits?"

Postponement Declared Disastrous.

To postpone the strike after the men had voted it, Garretson declared, would mean the disintegration of the brotherhood and "the turning over to the mob of the trains as in 1877 and 1894."

"I want to impress on the committee," he said, "that no definite proposal ever has been made to us by the other side. They have said but one thing; they have offered to leave the whole matter to the Interstate Commerce Commission."

Garretson added that he wanted to assure the Senators that the brotherhoods were not opposed to arbitration. "We believe in the principle of arbitration," he said, "but its only application where we stand only to lose. There have been many unfair men on our arbitration boards."

Senator Newlands interrupted Mr. Garretson to say it was his understanding that the proposed bill did not prevent any man from leaving his employment during an investigation. Conceding this, he said, was what it was designed to prevent. "Quite true," Mr. Garretson said, "but it only individually, threatened to strike on the railroads we would not be here now discussing this proposed legislation."

The brotherhoods, Mr. Garretson said, would not oppose being drafted to run trains as long as it was only for military purposes.

Gompers Opposes Legislation.

"There are worse things than strikes," said Samuel Gompers. "We have got to live with them. It is a part of our history, and then, I ask you, will we find upon the statute books a law that says that men are criminals if they strike in connection with a condition intolerable. I trust this legislation will not be enacted."

Senator Newlands asked Gompers to give the committee the solution of the problem.

Mr. Gompers replied that, under the circumstances, the employees should be left free to strike whenever they saw fit, but not forced to "unfurl their arms" by law. The question of arbitration about peace now, he insisted, should devolve upon the railroad heads, who should be expected to agree to some sort of satisfactory settlement.

W. G. Lee, head of the trainmen, went into details of why the men refused to arbitrate. "Eight hours a day," he said, "to arbitrate, to arbitrate all other issues as soon as the President's eight-hour day proposal is enacted into law. It is beyond us, if we ever hope to remain in the ranks of these organizations, if we ever expect to retain the respect of these men, to stop this strike by any other method than to arbitrate."

"We stand ready," he said, "to arbitrate all other issues as soon as the President's eight-hour day proposal is enacted into law. It is beyond us, if we ever hope to remain in the ranks of these organizations, if we ever expect to retain the respect of these men, to stop this strike by any other method than to arbitrate."

Too Late to Reach All Men.

Replying to Senator Pomerene, Mr. Lee said it was possible to reach all the brotherhood men and explain the present legislation, he thought they would vote to delay the strike. But that, he added, was impossible now, and he laid the blame on the railroads.

Mr. Lovett was heard first to present the side of the railroads. Mr. Lovett said if the public were not involved in the present emergency, the railroads were not thousands of railway employees not allied with the trainmen, the parties involved should be allowed to settle the matter themselves. The railroads, he said, are no longer owned by the bankers, but have stock evenly distributed.

The railroad officials, he said, regard the problem as one to be settled by arbitration, because, he added, "just as certain as the sun sets, the public will pay the bill. Railroads have no income except what they can earn. That depends on the rates they can get. My understanding of this matter is that what the men want is an increase of wages. If Congress proposed to enact a law to make them work only eight hours they would be up in arms."

Responsibility Put on Congress.

"If this burden of \$60,000,000 a year is put on the public because of this legislation now proposed, the responsibility will be on Congress, not on the railroads."

"We have done our utmost to settle this dispute, except to surrender what we think a vital principle."

The issue here, Mr. Lovett continued, "is whether one hundred million people in this country are to be put at the feet of 350,000 workmen. If the judgment of the country is that, there is nothing for us to do but submit, we will abide by it. The responsibility is no longer mine. The railroads will struggle on and meet the additional expense in the best way we can, knowing ultimately it will be passed on to the public."

If you put this burden upon us, we must abide by it, but I think it would be the greatest injustice that ever happened in the history of this country to force it upon us, with the hands of our men on our throats."

STRIKE WILL CLOSE MINES

Butte Has Bin Capacity for Only Two or Three Days' Output.

BUTTE, Mont., Aug. 31.—Should a Nation-wide railroad strike be called next Monday, every mine in Butte, except the Butte & Superior, would soon be closed, according to announcement made here tonight by mining officials. "The properties will all work as long as possible, but the bins will hold no more than a two or three days' output at the most, it was said."

We have expected such a strike and in accordance have made every preparation to keep going in the event of such a thing, but four days of work are forced to close should the great strike be called," said one of the directors of the Anaconda Copper Mining Company, many of whom are gathered in Butte in anticipation of a complete shutdown.

TEXT OF ADAMSON BILL, BY MEANS OF WHICH IT IS HOPED TO AVERT RAILROAD STRIKE.

WASHINGTON, Aug. 31.—The text of the Adamson bill, by the passage of which Congress hopes to avert a railroad strike, is:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

"Section 1. That beginning December 1, 1916, eight hours shall be the standard day for labor and service be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning compensation for service of employees who are now or hereafter may be employed by any railroad which is subject to the provisions of the act of February 1, 1917, 'an act to regulate commerce,' as amended, and who are now or may hereafter be actually engaged in any capacity in the operation of trains used for the transportation of persons or property on railroads, from any state or territory of the United States or the District of Columbia, to any other state or territory of the United States or to the District of Columbia, or from one place in a territory to another place in the same territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States."

Observation Commission Provided.

"Section 2. That the President shall appoint a commission of three, which shall observe the operation and effects of the institution of the eight-hour standard work day as above defined and the facts and conditions affecting the relations between such common carriers and employees during a period of not less than six months, nor more than nine months, in the discretion of the commission, and within 90 days thereafter such commission shall report its findings to the President and Congress."

"That each member of the commission created under the provision of this act shall receive such compensation as may be fixed by the President, the sum of \$25,000, or so much thereof as may be necessary, be, and hereby is, appropriated out of any money in the United States Treasury not otherwise appropriated to be immediately available and to continue available until the close of the fiscal year ending June 30, 1917, for the necessary and proper expenses incurred in connection with the work of such commission, including salaries, per diem, traveling expenses of members and employees, and rent, furniture, office fixtures and supplies, books, salaries and other necessary expenses, the same to be approved by the chairman of the said commission and audited by the proper accounting officers of the Treasury."

Present Wage Standard Retained.

"Section 3. That pending the report of the commission herein provided for, and for a period of 90 days thereafter, the compensation of railway employees subject to this act for a standard eight-hour work day shall not be reduced below the present standard day's wage, and for all necessary time in excess of eight hours such employees shall be paid at a rate not less than the pro-rata rate for such standard eight-hour work day."

"Section 4. That any person violating any provision of this act shall be guilty of a misdemeanor and upon conviction shall be fined not more than \$100 and not more than \$1000, or imprisoned not to exceed one year, or both."

On the Administration and to a criticism of hypochondria.

"Americanism," he said, "is a matter of the spirit, of the soul, of the mind; not a birthplace or creed."

The cause of preparedness is inseparably connected with the cause of Americanism and patriotism, "of wholehearted loyalty to this Nation, for which the great men of this Nation in the past have stood." The Colonel declared. It would be a "grave misfortune," he asserted, to re-elect Mr. Wilson.

"Under President McKinley we had a war with Spain," he said. "Under President Wilson we are assured that we have had peace with Mexico. These are the words of the Colonel declared. It would be a 'grave misfortune,' he asserted, to re-elect Mr. Wilson."

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PROTEST IS SENT

Labor Fights Any Measure Forcing Men to Work.

DELEGATION ASKED TO ACT

Affiliated Unions Are to Forward Messages to Congressmen Today.

Oaks Band to Lead Monday Parade, Says Committee.

Telegrams urging action against the enactment of any legislation by Congress, which would compel involuntary labor on the part of trainmen or deprive them of the right to strike, were dispatched to the Oregon representatives in the House and Senate yesterday by officials representing the Oregon Federation of Labor and the Central Labor Council, it was announced last night at the meeting of the Labor Council.

Representatives of the Building Trades organizations announced the intention of those bodies of sending similar telegrams today.

The council urged all labor organizations affiliated with it to send telegrams to the Oregon representatives in Congress bearing similar sentiments to those sent by the council and the federation. Secretary Ed Stack was authorized by delegates present to send messages for a number of those organizations.

Oaks Band to Lead Parade.

Announcement was made that the preparations for the three-day Labor day celebration was proceeding in a most satisfactory manner.

A substantial addition to the Labor day parade on Monday was the announcement that Signor Francisco Ferruccio and his band of 28 pieces, which has been playing at the Oaks Park, would lead the line. The United Artists also have offered their boys' band to lead the children's section of the parade and the offer has been accepted. The council voted to invite Elton Watkins, Portland attorney, to deliver the Labor day address.

The members of the council were informed that, in case the railway men should strike before the Labor day celebration, the entire membership of the four Portland locals, consisting of approximately 2000 men, will march in the parade in support of the strike.

However, a large majority of them will be on duty.

Postoffice Employees Get Half Holiday.

One of the members of the council announced that he had been informed unofficially that the Postoffice would try to have its drill team in line for the parade. A report was also made that a war which was abandoned among the musical organizations in the line.

A committee, which visited Postmaster Myers relative to the employees of the office working on Labor day, reported that they had been informed the employees would be off all afternoon on that day. The one delivery of mail planned in the morning, it was explained, was provided so the men would not have to work so heavily on the following day.

SENATORS ARE IN LINE

OREGON MEN LISTED AS FAVORING EIGHT-HOUR LAW.

Many Oregon Manufacturers Telegraph Protests Against Proposed Measure to Washington.

OREGONIAN NEWS BUREAU, Washington, Aug. 31.—Senators Chamberlain and Lane are down on Senator Kern's list as among those who stand ready to vote for an eight-hour bill, such as it is proposed to rush through Congress during the next two days. Thus far senators are loath to publicly discuss the railroad situation in any detail, but Senator Kern today counted noses among Democrats and put down both Oregon senators as favorable to the program.

Both Senator Chamberlain and Senator Lane received numerous telegrams from Oregon today urging them to stand with the railroad men. The telegrams coming from large concerns whose business is directly affected by railroad rates.

The Willis Smith Iron Works, telegraphed saying the effects of an eight-hour law would be far-reaching and disastrous to the men, their employers and to the public.

Another message, from the United Metal Trades Association, said it would be impossible to forecast the effect of an eight-hour law on the various industries of the Pacific Coast, and protested against the bill soon to be passed.

The Oregon Brass Works, the Portland Railway, Light & Power Company and other big firms all telegraphed protests on the ground that the eight-hour day law would result in materially increasing freight rates, which in turn would adversely affect the manufacturing and other industries of Oregon and the entire West.

SPECIAL NOTICE—In Pursuance With Our Usual Custom, Our Store Will Remain Closed All Day Monday, Sept. 4—Labor Day

STORE OPENS DAILY AT 8:30 A. M. ON SATURDAYS 9:00 A. M. PACIFIC PHONE MARSHALL 5080

Robert's Bros. THIRD & MORRISON

STORE CLOSING DAILY AT 5:30 P. M. ON SATURDAYS 6:00 P. M. HOME PHONE A 2112

The Most in Value—The Best in Quality

Ask Yourself If You Can Afford to Miss Our 825th Bargain Friday Sale

Read Carefully the Following Underpriced Offerings and See What Splendid Savings Are in Store for You:

Season's End Final Clearance of All Broken Lines Women's Dainty COMBINATIONS, CHEMISE, SKIRTS and GOWN

\$1.25 to \$1.75 Lines to Close at

75c to \$1.00 Lines to Close at

\$1.00 50c

Every Woman Who Loves Dainty, Well-Made, High-Grade Undermuslins—Every Thrifty Woman Who Recognizes the Importance of Positive Savings—Will Find Much of Interest in This Great Sale. Your Every Need May Be Supplied.

IN THE FIRST ASSORTMENT you have choice from Gowns, Envelope Chemise and Skirts of Fine Nainsook, Batiste, Crepes, Longcloths and Muslins—many of styles beautifully trimmed with dainty color and lace, embroideries, smocking, tucks, ribbons, feather-stitching and hand-embroidered—garments regularly sold at \$1.25, \$1.50 and \$1.75, on sale Friday at..... **\$1.00**

IN THE SECOND ASSORTMENT are to be found Gowns, Envelope Chemise and Skirts of excellent quality Crepes, Muslins and Batiste, with trimmings of lace, embroideries, tucks, ribbons and medallions—garments regularly sold at 75c, 85c and \$1.00, Friday only at..... **50c**

EXTRA! Special for Friday! Feather Pillows in 75c Quality, Each 48c

They Come 17 by 24 Inches. Fine Pillows Filled With Sanitary Cleaned Feathers and covered with fancy stripes and ticking. They come 17 by 24 inches and are the kind regularly sold at 75c each. Buy as many as you wish as long as they last. Bargain Friday at..... **48c**

EXTRA! Special for Friday! Bath Towels in 25c Quality at, Each 17c

SIX FOR ONE DOLLAR.

Not More Than Six to Any One Customer. They are Fine Honeycomb Bath Towels of splendid weight and good size, 22 by 44 inches. They are full size and are towels with hemmed ends, the kind regularly sold at 25c, on sale Bargain Friday at..... **17c**

EXTRA! Special for Friday! A Great Sale of Woolen Dress Goods

Remnants

YOUR CHOICE HALF PRICE

FRIDAY ONLY

The regularly low remnant selling price is marked in plain figures on each piece—no figure is changed. You simply pay one-half the marked price—the difference is ours. The assortment includes most every desirable weave and color and a great many novelties. Lengths suitable for women's and children's garments. Prudent buyers will find this to be a splendid opportunity to secure a desirable material for fall sewing. Choose from the entire lot Friday 1/2 PRICE at..... **19c**

LUMBER MILL ORDERED

ROACH COMPANY ALSO TO BEGIN WORK ON LOGGING ROAD.

Plant to Be Erected at Sutherlin With Cost \$1,500,000 and Have 200,000-Foot Capacity.

SUTHERLIN, Ore., Aug. 31.—(Special.)—Work will be resumed on the railroad and a large scale lumbering manufacturing plant at Sutherlin by the Roach Timber Company, of Muscatine, Ia., just as soon as the necessary teams and grading equipment can be gathered following two years of delay.

Anticipating a boom in Pacific Coast lumber manufacturing following the close of the war, President W. L. Roach has ordered the construction started on a logging and milling plant which will cost more than \$1,500,000. The Roach people are planning a 200,000-foot capacity, 10-hour day electric mill of the most modern type. A contract for the mill design has been entered into with a Seattle architect who planned and built a big Weyerhaeuser mill at Everett, Wash.

The Roach Timber Company has the largest individual holding of first-class timber in Douglas County, comprising about 50,000 acres within 15 miles of Sutherlin. The right-of-way for the logging road and two mill sites of 200 acres each have been donated to the lumbermen by local land owners.

Woman Fined and Ostracised.

ROSEBURG, Ore., Aug. 31.—(Special.)—Rose Preston received a broken leg yesterday as the result of being kicked by a horse.

Schools and Colleges

Y.M.C.A. Electrical Engineering School

New Term Opens Tuesday, September 5

A three-year course of training in which all waste motion is eliminated. Common school training is the pre-requisite. The faculty is made up of college trained and practical Electrical Engineers. The equipment is complete for the testing and demonstration of all kinds of Electrical Apparatus and Machinery. The product from this school is a thorough, practical Electrical Mechanic and Engineer.

Walter Haynes, B.S., E.E., M.S.

DAY SCHOOLS—Business and Stenographic, Wireless Telegraphy, College Preparatory, Automobile, Machine, Boys' Academic (Elementary). These courses range in length of three to five years.

NIGHT SCHOOLS—All of the above courses are offered in the Night Schools in addition to the following: Pharmacy, Salesmanship, Business Administration, and Accountancy, Advertising, Architectural and Freshman Drawing, Mechanical Drafting, Public Speaking, Surveying and Mapping, Show Card Writing and Conversational English.

BULLETIN NUMBER ONE—Showing a complete schedule of courses and prices, will be mailed on request. Address: Y.M.C.A., DEPARTMENT OF EDUCATION, Y. M. C. A., PORTLAND.

NIGHT SCHOOL

BOOKKEEPING SHORTHAND TYPEWRITING

PENMANSHIP ENGLISH ARITHMETIC

FALL TERM OPENS WEDNESDAY, SEPT. 6

Small Classes Individual Instruction Expert Teachers

Special Enrollment Days—Saturday and Monday

LINK'S BUSINESS COLLEGE

Tilford Building, Tenth and Morrison, Portland, Or. Phone Main 5083

COAST IS PREPARED

Inland Cities Storing Emergency Food Supplies.

FRUIT PICKING STOPPED

Railroad Officials at San Francisco Say All Strikebreakers Will Come From East—Jitney Ferries Expect Harvest.

SAN FRANCISCO, Aug. 31.—Pacific Coast railroad and shipping men were optimistic tonight regarding the railroad strike situation, when news came from Washington that the brotherhood heads had agreed to accept the eight-hour compromise bill as a basis for calling off the walkout. Preparations went on, however, for meeting the strike should it occur, and for transporting goods and people in case peace efforts failed.

Throughout the Northwest readjustments were made in various lines of industry. Fruit picking stopped at Medford, Or., the Portland Coast League baseball team called off an exhibition game scheduled to be played at Spokane, September 6, and the Yellowstone Park season was cut from September 15 to September 1.

Interior California points reached by water are arranged to have supplies shipped by boat and barge. Cities far inland rushed railroad shipments and began storing supplies, as if for a possible strike.

Thirty thousand commuters, who daily ride trains and boats of the Southern Pacific, the Key system and Northwestern Pacific from their homes across the bay to their work in San Francisco, wondered today how they would travel next week. The Key system, whose employees are not in the brotherhood, announced it would honor Southern Pacific commuters books. Launch and tugboat owners dreamed of good business next week operating "jitney ferries" across the bay.

In the South the Santa Fe hastened work on the fence around their round-trip locomotives, and the Southern Pacific prepared to have its passenger systems to be hampered. Freight trains, however, would be tied up for a time. Brotherhood of Locomotive Engineers, of the men would answer the call.

NEW YORK IS ENCOURAGED

City, However, Makes Preparations in Event of Tie-Up.

NEW YORK, Aug. 31.—Although the prospect of averting the threatened Nation-wide railroad strike was considered encouraging tonight, officials and business representatives of the city and state continued their efforts to provide against suffering in a possible emergency. Commissioner of Police Woods prepared an appeal to the railroads and employees urging them in the event of a strike to permit food supplies to reach the city. The commissioner also reiterated his statement that he would act vigorously against dealers who raised food prices.

The Department of Weights and Measures suggested today that in the event of a strike the Board of Aldermen appoint a commission to regulate food prices.

Fear was expressed that embargoes already declared by the railroads might seriously affect the situation, even should the strike be called off.

The Erie and the Delaware, Lackawanna & Western railroads announced tonight that they expected to maintain service tonight by drafting men from their mechanical and clerical departments.

T. R. BEGINS CAMPAIGN

Wilson Administration and Hypochondria Scored.

Re-election of President Would Be Grave Mistake, Says Colonel.

MOORE AND REPUBLICANS JOIN.

LEWISTON, Me., Aug. 31.—Progressives united with Republicans in greeting Theodore Roosevelt, who delivered his first speech of the campaign here tonight in behalf of Charles E. Hughes, Republican candidate for the Presidency. From the time he arrived in Boston today until he retired to his rooms tonight the ex-President received enthusiastic demonstrations. His address was devoted largely to an attack

on the Administration and to a criticism of hypochondria.

"Americanism," he said, "is a matter of the spirit, of the soul, of the mind; not a birthplace or creed."

The cause of preparedness is inseparably connected with the cause of Americanism and patriotism, "of wholehearted loyalty to this Nation, for which the great men of this Nation in the past have stood." The Colonel declared. It would be a "grave misfortune," he asserted, to re-elect Mr. Wilson.

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