

FREEING DEBATE
FARES IS BITTER

Eugene Smith Is Hissed, but
Finally Wins Demand for
Investigation of Need.

6-CENT RATE DENOUNCED

One Element at Auditorium Scores
Proposed Increase and Says
Case Before Commission Is
One-Sided and Biased.

At the close of a meeting characterized by verbalities, interruptions, hisses and the hurrying of pointed questions, 3500 men and women last night adopted a resolution introduced by Eugene E. Smith, that three votes to the conservatives. The mass session, which was called by the Alberta Commercial Club, was held in the Public Auditorium to discuss the proposed increase of streetcar fares.

For a time, it looked as though the radicals, as represented in a resolution proposed by Henry M. Kimball, an attorney with offices in the Chamber of Commerce building, would carry the vote. Mr. Smith, who was for several terms president of the Central Labor Council of Portland, threw the weight of his stentorian voice against the huge crowd and grasped victory out of defeat.

Resolution Condemns Increase. The Kimball resolution embodies the wishes of the element which was opposed to any increase in streetcar fares, whether or no, and would have, if adopted, put the meeting on record as protesting the one-sided and biased presentation of the case before the State Public Service Commission; condemned the proposed increase in fares as "unnecessary, harmful to the best interests of the city and unfair since the elimination of the jitney."

It further resolved "That, if the railway commission (State Public Service Commission) assume power by the premises and permit an increase in fare, that immediate steps be taken by the citizens of Portland by means of a special election and initiative measure, to restore the jitney, under a more reasonable regulation."

Mr. Smith Hissed at First. Mr. Kimball read his resolution from the platform and moved its adoption, amid much cheering. Mr. Smith then read his and moved that it be substituted. At first, he was hissed and told to "sit down," but he finally won by explaining who he was and what he had recently represented. It appeared to make his path easier when it became known that he was a labor representative.

The Smith resolution was as follows: Be it resolved, By the citizens and streetcar patrons publicly called and assembled for the purpose of giving guiding expression of their desires in relation to the outcome of the hearing now being granted the Portland Railway, Light & Power Company by the Public Service Commission of Oregon: First, that we commend as being liberal in concept and progressive in spirit and act the manner in which the company and its employees are attempting to adjust their wage and employment problems.

Investigation Is Expected. Second, that we declare our confidence and belief to be that the Public Service Commissioners of Oregon will not permit any burden of increased cost or curtailment of future streetcar service to accrue to ourselves as patrons of the city generally, by any act or decision of theirs, except: (a) That such be justified beyond a reasonable doubt after an exhaustive investigation of the company's affairs by the Commissioners and their engineers and accountants.

Third—That such an investigation must take into account the new method of operation and all possible economies and efficiency in operation. (b) That rates shall be determined upon a reasonable return upon the value of the company's investment in property actually used and truly useful to the public service in question.

Fourth—That in general we recognize the merit and justice of the claims of the company by its employees, as reported in the press and understood by us. Fifth—Finally, that the company that its best interests as a going and profitable concern are dependent upon its conserving the like interests of its patrons and our city and that we declare as short-sighted and harmful any non-recognition of this fact by it or its representatives or employees when making any demand upon the commission or the public from alleged burdens; and that it further resolved, That the declarations herein contained shall likewise be served upon our Mayor and City Commissioners as an indication of our opinion and desires in the matter under question.

Speakers of the evening were Franklin T. Griffith, president of the Portland Railway, Light & Power Company; Henry E. McGinn, ex-Circuit Judge of Multnomah County, for the people; William S. U'Ren, for the employees of the streetcar company; and E. W. Rossman, who was manager for the jitneys just prior to the recent city election at which they were "knocked out."

Shouts Sustain Attorney. W. K. Royal, chairman of the committee named by the Alberta Commercial Club to arrange for the meeting, announced that Mr. Griffith would be the first speaker, to be followed by Mr. U'Ren, but the latter refused to precede Judge McGinn and Mr. Rossman on the ground that he "had a right to know what they were protesting about."

There was much noise and hooting over this attitude on the part of Mr. U'Ren, but he refused to budge, and finally, when M. C. George, who was placed in the chair, ruled that Mr. U'Ren should follow the original schedule, Mr. U'Ren appealed to the meeting and was sustained. It should be noted that noise may be believed; at any rate, he forced the issue and Judge McGinn lost no time in telling "what his protest was."

Mr. Griffith Tells Troubles. Mr. Griffith got a respectful hearing throughout. He explained from the standpoint of the company that its funds cannot bear the weight of granting the sought-for increase upon the part of its employees, although it wished to grant them, and said increased fares are the only solution; therefore the request to the State Commission for the every penny of the corporation's business has been publicly accounted for; that its books are kept according to the rules prescribed by the State and Interstate Commerce Commissions and that nothing is hidden from the people, who, he declared, he sincerely holds to be the real partners of the concern, as he has many times called them.

Mr. Griffith. "With conditions as they are today, the company is not able, without increased fares, to meet the demands made upon it, although we feel that the men are not within their rights and are entitled to the increase asked. You do not like to pay the increased fare, as a matter of fact, but rather do you like to pay other increased prices; yet we all have to do so and are doing so. The 5-cent fare can no longer carry the company and give it the opportunity to treat its men like men."

Mr. Griffith was often cheered. Judge McGinn Opposes Increase. "McGinn will cut the Gordian knot and talk," was the first charge hurled by the next speaker, and the ex-Judge proceeded without delay to meet Mr. U'Ren's objections and to tell of the people's protests.

"The Portland Railway, Light & Power Company has cards in its cars, carrying a lot of 'Don'ts,'" shouted the Judge. "I'm going to ask them to put up another 'Don't'—'Don't raise your fares.'" Judge McGinn was cheered for fully a minute and, finally, put up his hand to silence the crowd.

"You're talking up my time. I want to say to the Portland Railway, Light & Power Company, that, if it knows what is good for it, it will never permit this increase in fares. (Cheers.) If you people let it 'put over' this thing, it will be the biggest bounce that's happened in many a long day. They've got no right to raise fares—the city charter says so; the state has no right to meddle in this; it's the city's business, and I call upon the Mayor and City Commissioners to stop it. If the state allows this increase, you should repeal at once the law which put the jitney out of business and restore the jitney."

Mr. Griffith is an honorable man; he's in a hard position, but he's trying to do something that the 'grand old man of Oregon'—Dr. McLoughlin—could not do in the early days when the Hudson's Bay Company told him to 'Treat the Indians well, but send us good dividends.' It can't be done, and Mr. Griffith can't do it; he can't serve two masters. I say to you people here tonight, fight this proposed increase with all the power at your command. The company's franchise stipulates 5 cents a fare, and if they try to do anything more than that—they forfeit their franchisees."

Hisses Greet Mr. U'Ren. Mr. U'Ren met with difficulty from the start and was hissed, jeered and laughed at when he was about half through with his 20 minutes. He said the employees were striving to better their conditions and had put their petition before the company, only to be told it could not be granted on present rates. He then filed with the State Commission with the request for an investigation to see what might be done. "I challenge any man or woman to say what is fair and right in this matter unless they have studied it and know the facts," said Mr. U'Ren. "I put in a lot of time of late at the investigation, but I did not see any of the members of the Alberta Club committee there. It is true, as I said at this meeting is a protest, in spite of the club's statement to the contrary."

Mr. U'Ren said that he could not understand "why you people voted to put the jitney out of business and gave the big corporation full control of the traffic of the city." He declared that the jitney could, if permitted to continue, have worked out a plan whereby he believed a 3-cent fare could have been granted, even to Lents and Linnton. He said the jitney men offered to put up \$20,000 cash with the city to continue, but it was not accepted on account of the law requiring a surety bond. He said that within 24 hours, if given in advance, good jitney service would be given the city again.

Mr. Smith Hissed at First. Mr. Kimball read his resolution from the platform and moved its adoption, amid much cheering. Mr. Smith then read his and moved that it be substituted. At first, he was hissed and told to "sit down," but he finally won by explaining who he was and what he had recently represented. It appeared to make his path easier when it became known that he was a labor representative.

The Smith resolution was as follows: Be it resolved, By the citizens and streetcar patrons publicly called and assembled for the purpose of giving guiding expression of their desires in relation to the outcome of the hearing now being granted the Portland Railway, Light & Power Company by the Public Service Commission of Oregon: First, that we commend as being liberal in concept and progressive in spirit and act the manner in which the company and its employees are attempting to adjust their wage and employment problems.

Investigation Is Expected. Second, that we declare our confidence and belief to be that the Public Service Commissioners of Oregon will not permit any burden of increased cost or curtailment of future streetcar service to accrue to ourselves as patrons of the city generally, by any act or decision of theirs, except: (a) That such be justified beyond a reasonable doubt after an exhaustive investigation of the company's affairs by the Commissioners and their engineers and accountants.

Third—That such an investigation must take into account the new method of operation and all possible economies and efficiency in operation. (b) That rates shall be determined upon a reasonable return upon the value of the company's investment in property actually used and truly useful to the public service in question.

Fourth—That in general we recognize the merit and justice of the claims of the company by its employees, as reported in the press and understood by us. Fifth—Finally, that the company that its best interests as a going and profitable concern are dependent upon its conserving the like interests of its patrons and our city and that we declare as short-sighted and harmful any non-recognition of this fact by it or its representatives or employees when making any demand upon the commission or the public from alleged burdens; and that it further resolved, That the declarations herein contained shall likewise be served upon our Mayor and City Commissioners as an indication of our opinion and desires in the matter under question.

Speakers of the evening were Franklin T. Griffith, president of the Portland Railway, Light & Power Company; Henry E. McGinn, ex-Circuit Judge of Multnomah County, for the people; William S. U'Ren, for the employees of the streetcar company; and E. W. Rossman, who was manager for the jitneys just prior to the recent city election at which they were "knocked out."

Shouts Sustain Attorney. W. K. Royal, chairman of the committee named by the Alberta Commercial Club to arrange for the meeting, announced that Mr. Griffith would be the first speaker, to be followed by Mr. U'Ren, but the latter refused to precede Judge McGinn and Mr. Rossman on the ground that he "had a right to know what they were protesting about."

There was much noise and hooting over this attitude on the part of Mr. U'Ren, but he refused to budge, and finally, when M. C. George, who was placed in the chair, ruled that Mr. U'Ren should follow the original schedule, Mr. U'Ren appealed to the meeting and was sustained. It should be noted that noise may be believed; at any rate, he forced the issue and Judge McGinn lost no time in telling "what his protest was."

Mr. Griffith Tells Troubles. Mr. Griffith got a respectful hearing throughout. He explained from the standpoint of the company that its funds cannot bear the weight of granting the sought-for increase upon the part of its employees, although it wished to grant them, and said increased fares are the only solution; therefore the request to the State Commission for the every penny of the corporation's business has been publicly accounted for; that its books are kept according to the rules prescribed by the State and Interstate Commerce Commissions and that nothing is hidden from the people, who, he declared, he sincerely holds to be the real partners of the concern, as he has many times called them.

There is a vast difference between the corporations of 30 years ago, when the policy was to give as little as possible and get as much as possible, said

MONDAY—Jewish Holiday—
This Store Will Be Closed All Day
SHOP TODAY!



Today Is "JACK TAR MIDDY DAY" in the Girls' Own Store

Sailor lassies will be in evidence quite as much as their Jack Tar Brothers—in the schoolroom—on the street—at home—in the playroom—in a word, everywhere that little girls are seen. And we have middies and middy dresses of every description for girls of all ages.

Blue or Red Flannel Middies—of extra quality flannel, made in regulation style, braid trimmed and front laced—\$4.95.

Navy Serge Skirts—In panel front, side pleated style. Priced \$3.95.

Heavy Serge Skirts—In full pleated styles—\$5.45.

Jack Tar Duplex Dress—Heavy navy serge. The middy has sailor collar, braid trimmed, and the skirt is pleated—\$6.95.

A Straight Model Dress—For girls of 14 years, with white dickey, collar and cuffs, braid trimmed, pockets and inverted pleats, is priced at \$9.95.

Junior Naval Middy Dress—The new two-piece dress, has large sailor collar trimmed with braid and emblems. Skirt is full pleated. Of extra heavy flannel. Sizes 14 to 20—\$16.50.

Jack Tar "Peter Thompson" Dresses—All-wool navy serge. The middy has deep yoke, side pockets and collar and cuffs; the skirt panel front and back. Sizes 6 to 14—\$7.95.

—Have you seen the Little Miss Betty Hat? The very littlest girl in the center of the sketch above is wearing one. In good black plush. Priced 95c.

Fourth Floor—Lipman, Wolfe & Co.

Just Arrived
CHILDREN'S COATS
—All newest materials in exclusive models; chevots, velours, zibelines, pom pom, corduroy and velvets.

Sizes 2 to 6 years, priced \$5.00, \$5.95, \$6.95 to \$18.50.

Sizes 8 to 14 years, priced \$7.50, \$7.95 to \$25.00.

Junior Girls' Coats, \$13.50 to \$30

NEW RAIN CAPES
Sizes 4 to 14, priced \$2.59, \$3.50

RAIN COAT SETS
Sizes 6 to 16, priced \$3.49, \$4.95 to \$12.95.

NEWEST SERGE AND PLAID DRESSES
Sizes 6 to 14, priced \$4.95, \$5.95 to \$15.00.

SILK AND SERGE DRESSES
For high school girls, priced \$9.95, \$13.95 to \$27.50.

Fourth Floor—Lipman, Wolfe & Co.

Store Will Be Closed All Day
Monday—Jewish Holiday



Just One Moment, Sir!

—We will not take you from reading your paper only long enough to have you stop on your way down town this morning to attend a most exceptional sale.

THE COATS JUST ARRIVED
Show Samples From a Good Tailor
In sizes 35, 36, 37 and 38 only

Today \$14.85
Just about half regular price.

French Belters, Ulsters, Balmacaans
Beautiful Mixtures and Overplaits
Also Plain Oxfords

Sipman Wolfe & Co.
"Merchandise of Merit Only"

BOYS
NEW RAIN COAT AND
RAIN HAT SETS—SPECIAL \$3.95

—Brand-new—and almost as rainproof as a duck's back! They're made to slip on over a boy's head—Raglan sleeves—and with rainproof hats to match. Every boy in Portland ought to have one.

BOYS' OVERCOATS—\$5.65
—Today we're offering 85 of these clever overcoats for boys 3 to 10 years old. There are two new models—Trench and Balmacaan style—with convertible collars. Every coat full lined—and all models of splendid fabrics in gray and tan mixtures.

Other Overcoats for Boys, \$5.00 to \$20.00

New LANGHAM-HIGH Suits
FOR THE YOUNGER YOUNG MEN

—Clothes with character. There are thirty points of superiority in Langham High Suits for the Younger Young Man—and if we were to tell you all about these clever suits we'd have to use the whole page.

All the newest models, the trench and belter styles, double or single breasted, in mixtures, overplaits and checks, serges and flannels. Sizes 32 to 36.

\$15, \$18, \$20
NEW FALL SUITS
\$6.50 to \$20.00

—Mostly every suit with two pairs of trousers. Just come in today and see what durable, wearable and characteristic suits for boys we've assembled in the Boys' Own Store on the Fourth Floor. Sizes for boys of 6 to 18 years.

THE FAMOUS ARMOR-CLAD SUITS, \$5.00
Each Suit With 2 Pairs of Pants
Boys' Mackinaw Coats, \$5.00, \$6.50.
Boys' Ruff-Neck Swtrs., \$2.49.
Boys' Corduroy Pants, \$1.19.
Boys' All-Wool Pants, \$1.19.
Boys' New Blouses and Shirts at 65c-\$2.00.
4th Flr.—Lipman, Wolfe & Co.

Sipman Wolfe & Co.
"Merchandise of Merit Only"

8-CENT MILK IS AIM
Possibility Is Foreseen if City
Takes Over Control.

Methods Now Wasteful
Robert Ireland, of Portland-Damas-
cus Milk Company, Points Out
Where Great Saving
Could Be Effected.

Centralized distribution stations, under municipal control, with the compulsory pasteurization of all milk not certified or guaranteed, were strongly advocated last night in testimony given before the emergency milk commission, which met at the Courthouse in a hearing on milk distribution with relation to the problem of Portland's dwindling supply and mounting prices.

The bulk of testimony was given by Robert Ireland, president of the Portland-Damas-cus Milk Company, who declared that remedial measures soon must be adopted if dealers are to be restrained from deserting an increasingly unprofitable field. Mr. Ireland announced that he was ready at any time to turn his milk business over to the city for a six-months' period. If municipal officials believe they hold a clue to the solution of maintaining service.

The gist of Mr. Ireland's testimony was that a material saving could be effected in distribution reforms. Wagons now carrying from 400 to 500 pints, he testified, at a cost of 2 1/2 cents per quart, should carry 500 quarts, effecting a saving of 1 1/2 cents per quart. The adoption of a ticket system would effect a further saving of one-half cent per quart, while a reform in the bottle system would bring about a saving of one-half cent. Under the last reform customers would be required to present a bottle or its equivalent in cash before the delivery of milk.

Asserting that a saving of 2 1/2 cents could be made through distribution reform, Mr. Ireland said that the average cost a quart for the combined wholesale and retail trade should approximate but 7 1/2 cents.

"Would you be willing to undertake to supply Portland with milk at an average of 8 cents a quart, if these reforms were in effect?" he was asked by Chairman Henry E. Reed. "Yes," was the reply.

That the operation of two centralized milk depots by the city, where dealers

RUSSIAN CABINET MEN RESIGN
Vice-Premier and Minister of Foreign Affairs Quit Posts.

LONDON, Sept. 14.—The Petrograd correspondent of Reuters, Limited, states that Vice-Premier N. V. Nekrasov has informed the press that he and M. Terestchenko, Minister of Foreign Affairs, have decided to leave their posts in the Cabinet, considering that their participation in the government narrowed their political horizon and, being only business Ministers, without party support, they did not possess sufficient strength in the Cabinet.

The director of communications, M. Liverovsky, was able to announce that railroad communication had been restored on the Warsaw-Moscow-Vladivostok and other interrupted lines, which all today resumed the transport of freight.

Socialists Help Kerensky. An officer who arrived here today from General Korniloff's headquarters at Mohilev gave the first authoritative account of the events there at the outbreak of the rebellion.

The officer said that last Saturday a number of infantry "striking battalions," volunteers and picked men, the

backbone of General Korniloff's brief Galician offensive early last Summer, had headquarters. They had been informed they were needed to reinforce the Riga front, but the real aim was to march there against Petrograd.

That night Korniloff prepared his first proclamation to the army, ordering the printing of vast numbers of it. The Socialist composers later received Premier Kerensky's proclamation, and while diligently printing that of Korniloff also printed secretly Kerensky's and circulated it everywhere.

As news spread, the local Council of Deputies began a vigorous demonstration among the "striking battalions." The Kerensky proclamation caused dissonance among the troops and a majority of them sent a demand to Korniloff that they immediately be sent back to the front. A battalion of the cavaliers of St. George seceded from the rebellion and announced that they would die for the provisional government and issued orders to attack Korniloff.

TEUTONS REPLY TO POPE
CONCILIATORY DECLARATIONS ARE
MADE REGARDING TERRITORIES.

AMSTERDAM, Sept. 14.—The reply of the central powers to the peace note of Pope Benedict, says a Vienna dispatch to the Tjld, begins by declaring that they regard the papal proposals as a suitable basis for peace negotiations. Regarding the exchange of occupied territories, arbitration, disarmament and similar proposals, declarations are made, the dispatch adds, which testify to the idealism of the central powers and their sincere desire for peace which will insure happiness to all nations.

Conciliatory declarations also are made respecting the settlement of the Balkan question, Poland and the restoration of Belgium, but emphasis is laid on the condition that the allied powers must also give serious evidence of a desire for peace by a joint and benevolent discussion of the questions which now separate the nations.

The reply, it is said, will be published as soon as the consent of the papal nuncio at Vienna is obtained.

"Laugh and Live"
Douglas Fairbanks' New Book
It's the best thing he's done yet.

The New Republic says: "Mr. Fairbanks talks his honest heart out in his new book. He takes you into his confidence—talks to you as man to man."

ALL BOOKSTORES \$1.00 Net
BIRD-CUN PUBLISHING CO., New York

GET IT AT
GILL'S
Third and Alder

TEUTONS REPLY TO POPE
CONCILIATORY DECLARATIONS ARE
MADE REGARDING TERRITORIES.

AMSTERDAM, Sept. 14.—The reply of the central powers to the peace note of Pope Benedict, says a Vienna dispatch to the Tjld, begins by declaring that they regard the papal proposals as a suitable basis for peace negotiations. Regarding the exchange of occupied territories, arbitration, disarmament and similar proposals, declarations are made, the dispatch adds, which testify to the idealism of the central powers and their sincere desire for peace which will insure happiness to all nations.

Conciliatory declarations also are made respecting the settlement of the Balkan question, Poland and the restoration of Belgium, but emphasis is laid on the condition that the allied powers must also give serious evidence of a desire for peace by a joint and benevolent discussion of the questions which now separate the nations.

The reply, it is said, will be published as soon as the consent of the papal nuncio at Vienna is obtained.

"Laugh and Live"
Douglas Fairbanks' New Book
It's the best thing he's done yet.

The New Republic says: "Mr. Fairbanks talks his honest heart out in his new book. He takes you into his confidence—talks to you as man to man."

ALL BOOKSTORES \$1.00 Net
BIRD-CUN PUBLISHING CO., New York

GET IT AT
GILL'S
Third and Alder