

Store Closed Monday—Labor Day

Established in 1850—Fifty-Seven Years in Business

Cipman, Wolfe & Co

Quality Considered, Our Prices Are Always the Lowest

Tuesday, Special Sales

Tuesday begins the first of our great Fall sales. Extraordinary bargains in new Fall merchandise in every department.

Paris-American Suits

For Women of Fashion



We are justly proud of our showing of high-class Model Suits this season—the kind that we call Paris-American, made by a New Yorker who goes to Paris every Summer for his inspiration and then comes back to produce these superb tailored suits.

These suits are so far ahead in style and novel ideas of those which dressmakers produce at such prices, that the woman with taste will quickly see the advantage of buying an individual suit at a ready-to-wear price.

Little style touches that only a woman of refinement would notice, give them a pre-eminence that ordinary suits, made in factories, do not possess.

The New Plaid Silk Waists

Splendid Values From \$10.50 to \$18.50 Each

The new styles in Plaid Silk Waists we are displaying at \$10.50 to \$18.50 represent our greatest achievement in waists.



\$10.50 to \$18.50

PLAID SILKS for Fall of 1907

Fashion says: "Plaid Silks for waists are the correct thing for Fall, 1907." We are showing the largest and best stock of Plaid Silks ever shown in Portland.

Fall Street Hats \$5 and Upwards

We watch with interest each new style for Fall, as they daily appear. The large, drooping hats, jauntily upturned from the face, are the most beautiful and becoming style fashionable for many seasons.

We show exclusively the genuine "Fluffy Ruffles" Hat that is the rage in the East.

Make Your Fall Gown From a BUTTERICK PATTERN

A gown cut from a Butterick Pattern is distinctive. It has all the grace and real style which could be given it right in Paris or New York.

A WOMAN'S MAGAZINE OF VALUABLE INFORMATION

We sell single copies of THE DELINEATOR or forward your subscription to the publishers, 15 cents a copy; \$1.00 a year.

We are agents for Butterick Patterns, 10 and 15 cents—none higher.

Butterick Fashion Sheets, free at our store, give you some idea of the beauty and elegance of models illustrated in THE DELINEATOR.

EXPERT REVIEWS

TELEGRAPH STRIKE

Smoldering for Years, Rise of Cost of Living Causes It to Break Forth.

SEVERAL BLUNDERS MADE

Commercial Telegraphers, It Is Alleged, Weakened Their Cause When Press Operators Were Called Out.

Just what the telegraph operators claim in the way of additional pay and shorter hours is explained by one of the best-informed men connected with one of the companies, who also enters into the history of the present strike.

Commercial Men on Strike. "The second branch, the commercial, is the main body of men who are now striking. Their employers are the Western Union Telegraph and the Postal Telegraph & Cable Company.

Strike Smoldered for Years. "The strike has been smoldering for months—years, ever since, in fact, the cost of living to its present height.

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THINKS PRACTICE WRONG

City Attorney Will Recommend Reform in Street Grade Taxes.

That assessments for street improvements should not be rigidly made against abutting property under the present charter is the opinion of City Attorney James H. Brady.

Mrs. M. Pendleton

SILVERTON, Or., Aug. 31.—Mrs. M. Pendleton, aged 89 years, and a pioneer of Oregon since 1852, died at her home in this city last evening.

to the other without a strenuous kick. "The walking out of the grain and stock broker men was merely the result of the hysteria which was epidemic at the time the strike was called.

Strike of Pressmen a Blunder. "The walking out of the press operators was the greatest strategic blunder of all.

"Taking away the Associated Press, the most effective mode of communication between different cities, each local union is isolated from all the rest, except as it hears from the others by the slow process of a newspaper full of news.

"More than this an elaborate press report of strike conditions and the sentiment of all the different parts of the country is lost, and the public is left in the real situation can be measured by heads of telegraph companies, or ambitious politicians high in authority whose influence is not checked by any settlement or Government intervention.

"Politicians can pigeon-hole petitions from commercial bodies, municipalities, for they can't pigeon-hole the constant nagging of a newspaper full of dispatches from a thousand different cities.

"Also, the strike of the Associated Press operators was a blunder because their salaries were good and they left the employing association in a manner likely to win little sympathy from any board of arbitration, should the whole matter be solved in that manner as telegraphers declare they wish it to be.

"They had received a substantial advance in wages within the past six months, and their working hours had been readjusted, according to their statements at the time it was done, to their perfect satisfaction.

"These men gave General Manager Stone of the Associated Press just two days to answer a demand for an increase of about 30 per cent in their wages. They were given a week to consider the offer.

"After making their first demand on General Manager Stone, and receiving an answer that the matter would be laid over until the next meeting of the board, they changed their minds, evidently, and wanted to know right off.

"The local Associated Press operators admit that their action was a blunder, and think the step was ill-advised, but it was a moment of hysteria, and now that they have struck each one of them appears to be bound by the fear that if either of them should have the temerity to admit the error to their fellow operators, they would be considered afraid of losing their jobs or be called turncoats.

The Hearst Schedule

"The Hearst schedule which they demand is one originally paid by W. R. Hearst, his transcontinental trunk wire which reaches from Boston to San Francisco.

"There are many operators who are capable of sending reports as swiftly as any of the Hearst men or who can receive telegrams as fast as any of the Hearst men, but the men who can both 'send' and 'receive' with equal dexterity are so scarce as to be almost classed as freaks.

"The men, because of their superior capabilities, are possibly worth what Mr. Hearst pays them. It might be mentioned, in passing, that it is only on his heavy trunk wires that Mr. Hearst pays such high prices for operators.

Brady Heyburn's Chief Rival

The man most mentioned as a possible rival of the Senator in the contest for the Senate is James H. Brady, chairman of the State Committee.

Ever since the convention of 1900, when he was in control from the late Frank Steunenberg, then Governor, there has been factional fighting in the party.

In the meantime, unauthorized persons are booting him for Governor. He will not be a candidate for that position unless unforeseen developments should make

IDAHO IS ALREADY

TOOKING POLITICS

Party Leaders Beginning to Line Up Henchmen for Coming Fray.

BRADY SLATED FOR SENATE

Heyburn Will Have Stiff Fight to Be Re-elected—Aspirants for Congress Are Numerous—Duhols Hammering Away.

MOST TALKED-OF FAVORITES IN IDAHO. For President—Roosevelt first choice, Taft second.

BY WILLIAM BALDERSTON. BOISE, Idaho, Aug. 31.—(Special)—Though the time for the state convention is nearly a year off, there begins to be a pronounced agitation in the political pool.

There is, first of all, pronounced interest in the Presidential question. This state is very strong in support of Roosevelt, and his public sentiment on that point should find expression in formal tender of the nomination.

They are of the opinion that, should the President find that the country does not favor the nomination, he would lay aside his own preferences and accept the nomination.

Further, it is not felt that such action would be either impertinent or disrespectful. It would at least be a public compliment ever paid a public man since the days of Washington.

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it necessary. Others are suggesting that he run for the house, but he is not giving that serious consideration.

The effort to get Brady to run for Governor appears to be an offshoot of Heyburn politics. If he were to become a candidate for the gubernatorial office with the support of the Heyburn forces, it would preclude him from entering the Senatorial race and thus effectually shelve him.

Gooding Stronger Than Ever. Governor Gooding has no intention, so far as known, of getting into the ring next year.

Heitman Mentioned for Governor. So far there are practically no candidates for Governor.

There is pronounced activity in connection with the Congressional nomination. Burton L. French is serving the term in the House, but it is apparent he will have to make a sharp fight to retain the seat.

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PRESIDENT IS TO

ABATE ACCIDENTS

Appalled by Loss of Life He Will Recommend Legislation.

FAULT RESTS WITH STATES

Secretary Moseley, of Interstate Commerce Commission, Says Lack of State Laws Makes It Necessary for Federal Action.

OREGONIAN NEWS BUREAU, Washington, Aug. 26.—The perils of the road for the traveling public are to cease if the programme as adopted by the administration can be proved effective.

The result probably will be a strong recommendation in his forthcoming annual message that legislation be enacted which will permit the Federal Government to make investigations of accidents affecting interstate trains.

Edwin W. Moseley, secretary of the Interstate Commerce Commission, who is known throughout the country for his interest in devising means for the protection of life and limb on the rails, said today that in those states which have not machinery for a careful investigation of railroad accidents Congress should authorize the Interstate Commerce Commission to make such investigation, so that full information can be obtained as to causes and responsibility.

Secretary Moseley thinks the Wisconsin Railroad Commission is especially well equipped to make inquiries into accidents.

"If we bear in mind," said Mr. Moseley, "that a great deal of our legislation has resulted from the inactivity or unwillingness of the states to do their duty, we can better understand why there has been Federal intervention and the need for it.

In many instances the states have been absolutely helpless. If all the states had a law requiring every car to be equipped in accordance with the provisions of the National safety appliance law, you would see a tremendous reduction in the number of accidents.

But if the states won't take action to protect the lives of their own citizens, then it becomes naturally the duty of the Federal Government to look after citizens making interstate journeys.

There is grave need of protective legislation is shown by the reports in regard to accidents on the lines of the Interstate Commerce Commission for the last eight years.

From 1900 to 1907, inclusive, there have been killed 27,744 and injured 406,248 passengers on the railroads of this country.

Almost 5,000 employees were killed and 34,000 injured. It is confidently expected that when the law requiring the hours of labor for railroad employees goes into effect next Spring there will be a great falling off in the number of accidents among employes.

The long hours employees were required to work, through fatigue, to fall to sleep or to misinterpret a signal and a collision follows. It would seem that the railroads themselves, having a large investment in collisions, derailments, etc., not only because it would save them from paying damage claims, but also because of the great loss they suffer through the dereliction or damage sustained by their equipment.

It is estimated that in the last eight years the monetary loss suffered by the railroads as a result of accidents reaches the enormous sum of \$75,000,000.

It is that amount of money had been laid out in the development and use of safety appliances, which would be in a better condition today than they are, and of far greater importance, the country would still possess the brain and brawn of the many who have been sacrificed to their negligence.

Under authority granted by the last Congress the Interstate Commerce Commission is making a thorough test of safety appliances. The actual work is being done by a board of experts. For some weeks past this board has been examining a number of inventions proposed to be submitted to it, eliminating those of a crank character or which it is apparent cannot be of any value.