

# TWO ARMIES CLASH NEAR MEXICO CITY

## Battle on Outskirts Creates Great Excitement Among American Residents.

(United Press Special Wire)  
Mexico City, May 31.—Great excitement exists among the American residents of the Mexican capital today over the news of fierce fighting which is in progress between 2000 Zapatistas and 1500 federal troops 15 miles from this city.

Couriers brought the reports of the battle into the capital, declaring that 200 had been killed and wounded when they left, with the battle still fiercely raging.

President Madero issued a call for volunteers when he heard the news, but the Mexicans inside the city refused to respond.

### Federals Occupy Escalon.

(United Press Special Wire)  
El Paso, Texas, May 31.—Federal troops occupied Escalon today, the rebels beating a hasty retreat. General Huerta's entire command is pursuing the fleeing enemy.

## GRAY IS EULOGIZED, YOUNG WELCOMED AT HUGE BANQUET

(Continued from Page One.)

duce the speakers representing the rival interests of the Hill and Harriman systems, that before the feast was over, in all seriousness, they opened their hearts freely and admitted that the very fundamental principle of success in every undertaking, including railroad-building, prior even to consideration of how it will profit the stockholders, is the question how well and to what extent will it benefit the public.

### Must Answer to People.

Railroad presidents of today, so assistant chief counsel for the O. W. R. & N. company, A. C. Spencer, declared, are not like those of the past. "The ideal railroad president of today," he said, "is distinguished from the railroad president of the past, in that he understands he has to answer to the people as well as to the stockholders. The railroad presidents of the past thought they had to answer only to the stockholders." President Young went still stronger, saying that he believes the feeling of the railroad president of today is that he must first answer to the people and then to the stockholders.

Charles H. Carey, chief counsel for the Hill lines in Oregon, was the first speaker introduced by Toastmaster Piper. "The public has come to view with suspicion public service corporations," said Mr. Carey, "and in a measure not without cause. Aggressiveness of corporate power to a certain extent, justifies this public suspicion. As to the railway situation, the stringent regulation, the public rights are so safe-



J. H. Young, new president of Hill lines in Oregon.



Carl R. Gray, recently appointed president of Great Northern.

guarded that it is difficult to carry out any deceptions today. There is a better feeling between corporations and the public and it is in a very great measure due to such men as Mr. Gray. It has been Mr. Gray's purpose to deal justly between man and man. He has endeavored to create a spirit of harmony and good will, and speaking for his official family there is not a man among them that does not regret his going to leave them. Mr. Gray we have found unostentatious, democratic and popular with the public. As to Mr. Young, I will say that he is a worthy successor to a worthy predecessor."

### West Unavoidably Absent.

The west speaker on the program was Governor West, but toastmaster Piper read a telegram stating the chief executive regrets at his inability to be present, owing to the coming up of another unexpected and very important matter.

President F. C. Knapp of the Portland chamber of commerce expressed the regrets on behalf of that body at Mr. Gray's leaving, saying that the 1000 members had watched Mr. Gray's activity the past year and felt that he had accomplished wonderful work. He walked over to Mr. Gray, clasped his hand, and on behalf of his organization, wished him success in his new field, and then, taking the hand of Mr. Young, promised the chamber's fullest support in the future upbuilding of the northwest, Oregon and Portland. The scene met with an ovation indicative of Mr. Knapp having expressed the heartfelt sentiments of everyone present. Arthur C. Spencer, after defining the attitude of the railroad presidents of today and of the past, said that there is no line of endeavor with as great desire to respond to the requirements of the law as the modern railroad. "What the people want is good service," he explained, "and the railroads must respond. I am sorry that Governor West found it impossible to attend this evening, because the transportation starts with the highway, and I admire

the definite stand that Governor West has taken in behalf of better roads. The extreme cost of hauling grain to the railroad is the strongest kind of endorsement of Governor West's assiduous work in behalf of good roads, the cause he is so nobly championing. It is a most important matter to which the public should give its sincere thought."

### Call Him "Common User" Dan.

Dan Kellaher, president of the East Side Business Men's club, spoke for the east side and the interest that Mr. Gray had taken in the request shippers in that part of the city have made for better transportation facilities. He pointed out that in the past 10 years, 21,000 houses have been built on the east side of the river, and that an average of 2,000,000 tons of freight originate annually over there. He said he had urged common user clauses in new franchisees until the members of the city council had dubbed him "Common User Dan," but that he now felt the reward was coming in that the Hill interests are ready to carry out over there a perfect system of freight shipping facilities as is to be found anywhere in the world.

He drew a picture of the future scene with the grand passenger station facing East Morrison street, saying that no location could be found more admirable for a central station than in the heart of the east side which as well is the heart of the city and within easy reach of all sections, with streetcars leaving in all directions every half minute.

W. J. Kerr, president of the Oregon Agricultural college, Corvallis, spoke on behalf of that institution on the Willamette valley, saying that he found Mr. Gray a man who has taken a broad view, who has made a careful study of the transportation business in its relation to other industries, knowing that the railroad succeeds only as the contributing territories develop and prosper. He said that in all his experience he had never met a man who so readily grasped the significance of the work of the agricultural college. "The great problem of today in the

development of Oregon," he explained, "is not so much in inducing people to come from other states to Oregon, as to have the people located so that they will prosper and be happy. We must see to it that the people on the farm have the necessary information that they may succeed. Mr. Gray has given new impetus to the idea that people in the open country are given the opportunity to live and not only to make the ground of a temporary waste, but the idea that as soon as they have gained independence to return to this city."

Rev. Walter B. Minson, pastor of the First Baptist church, of which Mr. Gray has been a member during his stay in Portland, said Mr. Gray's most beautiful tribute and related a number of amusing anecdotes to illustrate a number of points he wished to make.

### "Down Grade" Illustrated.

At this juncture, the toastmaster called upon Mr. Gray, and as he did so the electric lights in the large banquet hall were turned out, while two blue searchlights lit up their beams on a miniature railroad extending from one end of the room to the other, connecting panoramic views of Portland and St. Paul, considerably in favor of Portland, with towering skyscrapers backing up the North Bank depot, while the background of St. Paul showed less pretentious buildings. Two miniature trains were started, one from either end of the line. The St. Paul bound train balked, but the Portland bound car sped on with lightning rapidity.

"That's right," some one exclaimed, "everything moves rapidly towards Portland and without obstruction. An illustration of the down grade haul."

Mr. Gray spoke feelingly of the friendly welcome that had been given him upon his arrival in Portland less than a year ago, and the cordial relations that he had enjoyed with all he had come in contact with during his year in Oregon.

### States Poor Showing.

"For the benefit of those who started that train and failed to make it go," he continued, "I want to say that I never had a job before with which I was absolutely happy till I came to the North Bank line, and I knew it couldn't last. There is nothing so pleasant to me as community development work. There is no question about Oregon's future; it is only a question how long it is going to take to bring the state into its own. Oregon needs just a little more showing of its goods. There is only another stage of exploitation and development. There is not another state in the union that can show the same resources and the wonderful productivity of all kinds of crops, but there are many states that make a better showing at exhibits because they have the work better organized. I mention this only in the friendliest spirit, for I believe that good exhibits of grains and products would bring wonderful results in backing up the splendid advertising that is given the state through publicity. I never saw a place where unselfishness reigned as completely as here. It is Oregon first everywhere. But the people of the world want to be shown, and I would suggest that the Commercial club support any steps that may be taken for exhibition in other states of Oregon products, and I will guarantee you in advance the support of the Great Northern."

### No Better Valley.

"The presence here tonight of gentlemen outside of Portland, I regard as a great compliment, and so must Mr. Young. Now, probably the good Lord could have made a better valley than that of the Willamette, but if he did I never saw it. I have studied Oregon for a year and I feel that whatever may be the commercial possibilities, the state must rest upon its agricultural development. I believe in the duty of this state to see that there are no failures in eastern Oregon. It is absolutely impossible that man by intuition can solve the many problems that he will encounter there, and we should therefore stand ready to give him all the assistance in an educational way that is within our reach. It can be done by means of experimental schools and farm schools. The Oregon Agricultural college is a wonderful institution to lead in this work, for it disseminates education that is understandable by the common people and the common people are wonderfully in the majority. Every business man in Portland who takes pride in the state and in good citizenship should go down to the Oregon Agricultural college and see and study the work.

"I have learned since coming here to have the very highest regard for the officials of the Harriman system and particularly appreciate the pleasant relations with my former official family and I have turned them over to my successor with the very highest of recommendations and commendations, and never again expect to find a place that will represent so fully all that I appreciate, and there will never to a time when my heart will not be on this city and this great valley and this great state."

### Remarkable Demonstration.

Mr. Young was introduced by the toastmaster as a railroad man of the west with wide experience, having operated on the deserts of lower California and on the icy waters of the frozen north in Alaska.

"This is a most remarkable demonstration," said Mr. Young, "and many told me since coming here that in Mr. Gray I will have a hard man to

follow because of the price that he has set, but I don't feel that way since I receive such genuine encouragement and support from the public. I believe that a railroad president may well first answer to the public and then to his stockholders. I expect to maintain the rivalry with the Harriman lines, but when it comes to doing something for the good of the city or of the state then I stand ready to join hands with the Harriman lines and walk to the front."

Addressing himself to the last speaker introduced and he offered the prediction that in not many years Portland will be

the headquarters of the Hill system of transcontinental railroads with Carl R. Gray at the helm.

A rising toast was drunk to the guests of honor and the affair came to a close. The big banquet room was beautifully decorated with flowers, surrounded from the ceiling and walls.

Mr. Gray leaves this evening for St. Paul. The family will remain here for the summer.

The man who gives up easily, yielding to adverse circumstances, never amounts to much.

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