

ARBITRATE WAGE DIFFERENCES FOR WESTERN RAILROADS

CHICAGO, Nov. 30.—Arbitration of the differences over wages and hours of employment of 98 western railroads and their 55,000 engine-men began here today before a board of arbitrators under the provisions of the Newlands act. It is regarded as the most important case thus far to come under the law.

In a general way it is stated that the wage increases sought by the men is about 10 per cent. They were represented in court by Warren S. Stone, grand chief engineer of the Brotherhood of Locomotive Engineers, and William S. Carter, president of the Brotherhood of Locomotive Firemen and Engine-men. The railroads were represented by the 12 committeemen of the Managers' association, assisted by legal counsel. The evidence, it was predicted, will be largely statistical, although it is probable that about 40 witnesses, divided equally between the two sides, will be heard.

The arbitrators are W. L. Park and W. Byram, representing the railroads, F. A. Burgess and Timothy Shea for the employees, and Judge Peter C. Pritchard and Charles Nagel appointed by the government.

The board of arbitration today selected Judge Peter C. Pritchard as chairman and H. S. Milstead of Washington, secretary. In an opening statement W. S. Stone, grand chief engineer of the Brotherhood of Locomotive Engineers, presented the case of the employees.

Stone Presents Case
In his opening to the arbitration Mr. Stone reviewed the conferences which have preceded the present arbitration of the wage and service differences between the railroads and their employees.

He laid great stress on the hardships suffered by the men, their long hours of service, their hazards and their responsibility.

He said that they were entitled to better service conditions and higher wages than the railroad managers were inclined to accord them.

He said the wage movement of the employees was begun two years ago, and that later it was decided the Brotherhood of Locomotive Firemen and Engine-men should work with the Brotherhood of Locomotive Engineers in the presentation of the requests to the railroads. He told of counter-propositions submitted by the railroad managers and of the joint conferences last winter which culminated in the agreement to arbitrate.

Mr. Stone insisted that an award of the board of arbitration should not decrease the present wage rates nor impose less favorable service conditions on the employees.

Describes Hardships
After describing the hardships of the men in the cab and noting that traffic each year is becoming more congested, that each year the public demands faster time and better service; that each year larger locomotives are built and heavier tonnage hauled, the chief engineer said: "And it must not be overlooked that all of these increased burdens fall on the same men, their number not having been increased for the purpose of dividing this work and responsibility."

Summing up, Mr. Stone said: "We shall endeavor to show that during the past twenty-four years the western railroads have made remarkable gains in productive efficiency by the installation of locomotives of greater tractive power. By the elimination of curves and reduction of grades, remarkable increases in trainloads have been made. The burden of all these economies in the interests of railroad investment is borne by the men in the transportation service."

Effect on Trainmen

"The effect on engineers and firemen has been three-fold. Their labors and responsibilities have been increased; their productive efficiency has been increased greatly, but their earning capacity, even at the slightly increased rates of payment, they have received, has declined.

"We hope to show that these railroads, not satisfied with the present hard conditions, which have reached the limit of human endurance, are intending to add further to existing train loads, thereby increasing the labors and responsibilities of the engineers and firemen."

Quoting a statement of the railroad managers last June, in which it was pointed out that increase in the expenses of railroad operation through compliance with the employees' requests, would in the long run make the public suffer, Mr. Stone said:

"It is refreshing to see this change in sentiment, but it is only when some question of increase of wages of employees is concerned that they become solicitous for the low-suffering public. A little group of financial pirates will exploit some railroad and

place a burden on the public which generations yet unborn will have to bear, and you hear not even a whisper of the rights or suffering of the public."

Railroads' Viewpoint

Attorney James M. Sheehan, retained by the railroads, said that he would reserve his opening statement until the presentation of evidence for the employees informed him what line of defense would be required. He added:

"We will contend, of course, that the present rate of pay is full, fair and adequate. We have no quarrel with Mr. Stone as to the high class of men required to run locomotives, nor do we question their responsibilities and the arduous nature of their duties."

He said wages were adjusted in 1910 by mediation and arbitration, and that while in his view the present arbitration should have to do only with changes in the last four years, Mr. Stone's opening remarks concerning the increased responsibilities and hardships which have developed in the last twenty-five years, and most of which the railroads assumed were duly considered in 1910.

KIEL PREPARED FOR AIR ATTACK

KIEL, Germany, via Berlin, The Hague and London, Nov. 29.—A pair of gray submarines lie along the dock where the sonderklasse yachts were moored during their last visit to Kiel. The warships anchored in the fiord wear war paint and have their torpedo nets rigged. A Red Cross flag flies from the imperial yacht club. The skylights in the shipyard buildings have been blackened to prevent lights from within being seen by hostile aviators and for a similar reason placards in hotel rooms bear the request that the shutters to the windows be closed before any lights are displayed.

As a further precaution against attacks by air craft, machine guns have been posted in inconspicuous positions on the roofs of the higher buildings and occasionally sentinels may be seen on the tops of high structures. A broad expanse of fortifications and barbed wire entanglements is traversed here and there when one is driving on the outskirts.

These precautions have been taken against any possible attack on the all-important Kiel canal by air or land. Otherwise the Kiel of these days of warfare appears little different from the Kiel of ordinary times.

TIPPERARY SONG FORBID TO NAVIES

WASHINGTON, Nov. 30.—Secretary Daniels today expressed approval of the action of Lieutenant Commander F. T. Evans, commanding the naval training station at Newport, R. I., in forbidding the singing of "It's a Long Way to Tipperary" by naval apprentices. Secretary Daniels said as "Tipperary" was the marching song of the British forces, that it ought not to be sung or played by American sailors, no more than should the "Marseillaise" or "Wacht am Rhein."

JIM HILL CONTRIBUTES \$50,000 TO COLLEGE

HELENA, Mont., Nov. 30.—Announcement was made today by Bishop John P. Carroll of the Helena diocese that James J. Hill of St. Paul has given him a check for \$50,000 for the endowment fund of St. Charles college in this city.

LADIES! SECRET TO DARKEN GRAY HAIR

Bring back color, gloss and thickness with Grandma's recipe of Sage and Sulphur.

Common garden sage brewed into a heavy tea, with sulphur and alcohol added, will turn gray, streaked and faded hair beautifully dark and luxuriant; remove every bit of dandruff, stop scalp itching and falling hair. Mixing the Sage Tea and Sulphur recipe at home, though, is troublesome. An easier way is to get the ready-to-use tonic, costing about 60 cents a large bottle, at drug stores, known as "Wyeth's Sage and Sulphur Hair Remedy," thus avoiding a lot of fuss.

While wispy, gray, faded hair is not sinful, we all desire to retain our youthful appearance and attractiveness. By darkening your hair with Wyeth's Sage and Sulphur, no one can tell, because it does it so naturally, so evenly. You just dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning all gray hairs have disappeared. After another application or two your hair becomes beautifully dark, glossy, soft and luxuriant and you appear years younger.

CONDITIONS ON STOCK EXCHANGE NORMAL AGAIN

NEW YORK, Nov. 30.—The bond market opened dull and listless on the New York stock exchange today the first full day of trading of any sort since the exchange was closed on July 30. Unusual interest was manifested among brokers who thought that the two-hour sessions of Saturday did not afford a full test of conditions and feared that there might be a general tendency to liquidate by foreign holders.

Nothing of this sort developed during the first quarter hour of trading. For a full minute after the opening the ticker remained silent; not a single bond was sold. Five minutes after the opening only nine bonds with a face value of \$9000 had been sold. The market appeared to be in a state of stagnation.

United States Steel 5s rose 1/2 to 99 3/4; Southern Pacific convertible 4s and Distillers' securities 5s were off 1/2, selling at 80 3/4 and 55 1/2, respectively. Westinghouse convertibles declined 3 points and Central Pacific 4s declined 3 1/2 points.

All fears of a flood of liquidation from abroad seemed to vanish within the first quarter of an hour. Indications were that the second day of unrestricted trading in bonds would be much like the first.

NEW YORK, Nov. 30.—The New York coffee exchange opened today for unrestricted trading after having been dark four months as the result of the European war situation.

Opening prices were 130 to 149 points below the closing bids of July 30 and the market's tone was steady.

PHILADELPHIA, Nov. 30.—The Philadelphia stock exchange had a quiet and orderly opening today, after having been closed since July 30. Trading was confined to local stocks. Conditions were about normal.

CAPTAIN OF STEAMER FALLS OVERBOARD AT SEA

NEW ORLEANS, Nov. 30.—J. S. Boyd, captain of the Southern Pacific steamship Monus, was lost at sea some time during Sunday night, it became known when the boat arrived.

A MEDFORD REPORT

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Do you need a good kidney medicine. Then read the reports in these very columns of Medford persons cured or benefited with Doan's Kidney Pills. You won't have to go far to find out if they are true. This Medford case is an example. Others will follow.

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