

WILSON VEToes FOREST LAND GRAB MEASURE

Effort to Destroy National Forests Frustrated—President Firm for Conservation—Summary Achievement of Present Congress—Bristow Begins Pioneer Movement.

BY GILSON GARDNER

WASHINGTON, Aug. 29.—President Wilson's veto of the bill which proposed to allow cities and townships to buy public lands, including forest lands in their vicinity, for parks, cemeteries and sewerage purposes, defeats a subtle effort by the anti-conservation forces in congress to begin the destruction of the national forests by piecemeal methods.

The veto message makes it clear that the president is standing firmly behind the principle of conservation. In returning the bill to congress he said that he did not believe the national forests should be utilized in any such way. The most serious objection, the message emphasizes, is that the bill "subjects the national forests to disposition under a general grant." The fact is, of course, that any city may co-operate with the forest service now to secure necessary privileges on the national forests for water supply, sewerage, park or other purposes, but the federal government retains the right to decide whether such proposed use is detrimental to the primary use of the national forest as such. The federal control would be absolutely removed, had this bill become a law.

For some years now, ever since the Ballinger regime and the failure at that time to destroy the conservation policy, efforts have been quietly going on in congress to slip through harmless appearing legislation, with the idea of destroying the national forests by piecemeal. The bill slipped through without attracting any public attention in the press of preparedness, revenue, shipping and other important legislation.

The president's action in this case forecasts his attitude on such big steals as the proposed Shields water-pow-er grab and the Phelan oil land grab. These pieces of legislation have been postponed until next December, and the interests back of them fear now that they will never become law with the president lined up against them.

The present congress has a record of achievement to its credit of which the following items are the principal ones: The child labor law, workmen's compensation for federal employees, federal aid for good roads, federal aid for state agricultural extension work, the farm loan act, government armor plate plant, government nitrate plant, prohibition of the use of the Taylor stop-watch system in government work, revision of the income tax schedules putting a heavier percentage of taxes on big incomes, federal inheritance tax, the naval act providing the largest additions to the navy ever authorized, the army bill increasing the regular army and providing more adequate defense.

While these constructive measures were being passed, at the same time a large amount of pork legislation slipped over, including the river and harbor bill, the militia pay sections of the Hay bill, and the usual pensions and claim legislation. Notwithstanding this, it may be said with justice that this session of congress stands out for its record of achievements in the public interest.

"Go west, young man!" has been revised by economic conditions to read, "Go south, young pioneer!" Heeding which advice, that young stalwart from Kansas, the long, gangling former assistant postmaster general and then United States senator, Joe Bristow, has gone pioneering in the south. Finding land in Kansas and the middle west selling at \$100 and upward an acre, and discovering that land in Virginia, covered with heavy forest, could be had for \$7 or \$8 an acre, Bristow shrewdly bought a square mile of cheap timber-covered Virginia land and has introduced to the southerner that thing well known to the western pioneer, but apparently not known in the south—the stump puller. Bristow, clad in overalls and boots now is supervising the clearing and stumping of land which when in crops will be just as fine as the best \$160 an acre land in Kansas. And he will have his timber to the good.

Norwegian Setamer Sunk
CHRISTIANIA, Norway, Aug. 29.—The Norwegian steamship Isdalen, formerly the Tyr, has been sunk. Her crew was saved.

CONGRESS ASKED FOR LEGISLATION TO END STRIKE

(Continued from Page One.)

stances to be what they have turned out to be."

Brotherhood in Gallery.

The four brotherhood heads were guests of Speaker Clark in his gallery; other leaders of the men were in other galleries, and the railroad managers were scattered about.

Mrs. Wilson, accompanied by the ambassador to Great Britain, Walter Hines Page, and the ambassador to France, William G. Shorn, were in the president's reserved space. Several members of the cabinet and some justices of the supreme court also were present. The president was greeted with uproarious cheers as he entered. He began speaking at 2:33 o'clock. Speaking slowly and distinctly, he outlined the situation confronting the country from the failure of the negotiations. There was tense silence in the chamber as he began.

Applause greeted the president's declaration that he regarded it as a "practical certainty" that the railroads would be "ultimately obliged to accept the eight-hour day by the concerted action of organized labor, backed by the favorable judgment of society."

President Wilson spoke in part: "Gentlemen of the congress: I have come to you to seek your assistance in dealing with a very grave situation which has arisen out of the demand of the employees of the railroads engaged in freight train service, that they be granted an eight hour working day, safeguarded by payment for an hour and a half service for every hour beyond the eight."

"Just as soon as it became evident that mediation under the existing law had failed and that arbitration had been rendered impossible by the attitude of the men, I considered it my duty to confer with the representatives of both railways and the brotherhoods, and myself offer mediation, not as an arbitrator, but merely as spokesman for the nation, in the interest of justice, indeed, and as a friend of both parties, but not as a judge, only as the representative of the 100,000,000 of men, women and children, who would pay the price the incalculable price of loss and suffering should these few men insist upon approaching and concluding the matters in controversy between them, merely as employers and employes, rather than as patriotic citizens of the United States looking before and after accepting the larger responsibility which the public put upon them.

"It seemed to me, in considering the subject matter of the controversy, that the whole spirit of the time and the preponderant evidence of recent economic experience spoke for the eight hour day. It has been adjudged by the thought and experience of recent years a thing upon which society is justified in insisting upon as in the interest of health, efficiency, contentment and a general increase of economic vigor. The whole presumption of modern experience would, it seemed to me, be in its favor, whether there was arbitration or not, and the debatable points to be settled were those which arose out of the acceptance of the eight-hour day, rather than those which affected its establishment. I therefore proposed that the eight-hour day be adopted by the railway managements and put into practice for the present as a substitute for the existing 10-hour basis of pay and service; that I should appoint, with the permission of congress, a small commission to observe the results of the change, carefully studying not only the figures of the altered operating costs, but also the conditions of labor under which the men worked and the operation of their existing agreements with the railroads, with instructions to report the facts as they found them to congress at the earliest possible date, but without recommendation; and that after the facts had been thus disclosed an adjustment should in some orderly manner be sought of all the matters now left unadjusted between the railroad managers and the men.

"These proposals were exactly in line, it is interesting to note, with the position taken by the supreme court of the United States when appealed to, to protect certain litigants from the financial losses which they confidently expected if they should submit to the regulation of their charges and of their methods of service by public legislation. The court has held that it would not undertake to form a judgment upon forecast, but could base its action only upon actual experience; that it must be supplied with facts, not with calculations and opinions, however scientifically attempted.

"I unhesitatingly offered the

friendly services of the administration to the railway managers to see to it that justice was done the railroads in the outcome. I felt warranted in assuring them no obstacle of law would be suffered to stand in the way of their increasing their revenues to meet the expenses resulting from the change so far as the development of their business and of their administrative efficiency did not prove adequate to meet them. The public and the representatives of the public, I felt justified in assuring them, were disposed to nothing but justice in such cases, and were willing to serve those who served them.

"The representatives of the brotherhoods accepted the plan; but the representatives of the railroads declined to accept it. In the face of what I cannot but regard as the practical certainty that they will be ultimately obliged to accept the eight-hour day by the concerted action of organized labor, backed by the favorable judgment of society, the representatives of the railroad managements have felt justified in seeking a peaceful settlement which would insure all the forces of justice on their side to take care of the event. They fear the hostile influence of shippers who would be opposed to an increase of freight rates (for which, however, of course, the public itself would pay); they apparently feel no confidence that the inter-state commerce commission could withstand the objections that would be made. They do not care to rely upon the friendly assurances of the congress or the president. They have thought it best that they should be forced to yield, if they must yield, not by counsel, but by the suffering of the country. While my conferences with them were in progress, and when to all outward appearance those conferences had come to a standstill, the representatives of the brotherhoods suddenly acted and set the strike for the 4th of September.

"The railway managers based their decision to reject my counsel in this matter upon their conviction that they must at any cost to themselves or to the country stand firm for the principle of arbitration which the men had rejected. I based my counsel upon the indisputable fact that there was no means of obtaining arbitration. The law supplied none; earnest efforts at mediation had failed to influence the men in the least. To stand firm for the principle of arbitration and yet not get arbitration seemed to me futile, and something more than futile, because it involved ineluctable distress to the country and consequences in some respects worse than those of war, and that in the midst of peace.

"I yield to no man in firm adherence, alike of conviction and of purpose, to the principle of arbitration in industrial disputes; but matters have come to a sudden crisis in this particular dispute and the country has been caught unprovided with any practicable means of enforcing that conviction in practice (by whose fault we will not now stop to inquire). A situation had to be met whose elements and fixed conditions were indisputable. The practical and patriotic course to pursue, as it seemed to me, was to secure immediate peace by conceding the one thing in the demands of the men which society itself and any arbitrators who represented public sentiment were most likely to approve, and immediately lay the foundations for securing arbitration in regard to everything else involved. The event has confirmed that judgment. I was seeking to compose the present in order to safeguard the future, for I wished an atmosphere of peace and friendly co-operation in which to take counsel with the representatives of the nation with regard to the best means for providing, so far as it might prove possible to provide, against the recurrence of such unhappy situations in the future—the best and most practicable means of securing calm and fair arbitration of all industrial disputes in the days to come. This is assuredly the best way of vindicating a principle, namely, having failed to make certain of its observance in the present, to make certain of its observance in the future. But I could only propose, I could not govern the will of others, who took an entirely different view of the circumstances of the case, who even refused to admit the circumstances to be what they have turned out to be.

"Having failed to bring the parties to this critical controversy to a conclusion, therefore, I turn to you, deeming it clearly our duty as public servants to leave nothing undone that we can do to safeguard the life and interests of the nation."

"In the event of such a purpose I earnestly commend the following legislation: "First—Immediate provision for the enlargement and administrative reorganization of the inter-state commerce commission along the lines embodied in the bill recently passed by the house of representatives and now awaiting action by the senate in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are with its present constitution and means of action practically impossible.

"Second—The establishment of an eight-hour day as the legal basis alike of work and wages in the employment of all railway employes who are actually engaged in the work of operating trains in interstate transportation.

"Third—The authorization of the appointment by the president of a small body of men to observe the actual results in experience of the adoption of the eight-hour day in

railway transportation alike for the men and for the receivers; its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions and in all other practical aspects, with the provision that the investigators shall report their conclusions to the congress at the earliest possible date, but without recommendation as to legislative action in order that the public may learn from an unprejudiced source just what actual developments have ensued.

"Fourth—Explicit approval by the congress of the consideration by the inter-state commerce commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight-hour day, and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase."

"Fifth—An amendment to the existing federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that in case the methods of arbitration now provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

"Sixth—The lodgment in the hands of the executive of the power, in case of military necessity, to take control of such portions and such rolling stock of the railroads of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

"This last suggestion I make because we cannot in any circumstance suffer the nation to be hampered in the essential matter of national defense. At the present moment circumstances render this duty particularly obvious. Almost the entire military force of the nation is stationed upon the Mexican border to guard our territory against hostile raids. It must be supplied, and steadily supplied, with whatever it needs for its maintenance and efficiency. If it should be necessary for purposes of national defense to transfer any portion of it upon short notice to some other part of the country, for reasons now unforeseen, ample means of transportation must be available, and available without delay. The power conferred in this matter should be carefully and explicitly limited to cases of military necessity, but in all such cases it should be clear and ample.

"There is one other thing we should do if we are true champions of arbitration—we should make all arbitral awards, judgments by record of a

court of law, in order that their interpretation and enforcement may lie, not with one of the parties to the arbitration, but with an impartial and authoritative tribunal.

"These things I urge upon you, not in haste or merely as a means of meeting a present emergency, but as permanent and necessary additions to the law of the land, suggested, indeed, by circumstances we have hoped never to see, but imperative as well as just, if such emergencies are to be prevented in the future. I feel that no extended argument is needed to

ENTENTE CLAIMS ENEMY REDUCED TO DEFENSIVE

German Attacks Repulsed Before Verdun—French Dominate Somme Front—Russians Reported Repulsed in Carpathians With Large Losses—Heavy Fighting in Cila.

PARIS, Aug. 29.—On the Verdun front last night French troops made progress near Thiaumont work, the war office announced today. German attacks in the vicinity of Fluery and Vaux fort were repulsed.

PARIS, Aug. 29.—"On the Somme as at Verdun, we are leading in the offensive and dominating the adversary," says an official note reviewing last week's operations on the French front. "There is not a point in the general theater of operations where the enemy is not actually reduced to the defensive," continues the note.

"Actions which we have undertaken continue, despite the resistance or reaction of the enemy."

BERLIN, Aug. 29.—(By Wireless to Sayville)—The repulse of Russian attacks in the Carpathians and further north in the region of Mariampol, with large losses, is reported in the official Austrian announcement of yesterday.

BERLIN, Aug. 29.—(By Wireless to Sayville)—Heavy fighting continues near Monte Carol, in the Cila valley. The repulse of Italian troops which succeeded in penetrating temporarily the Austrian positions is reported in the official Austrian announcement of August 28.

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The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any cure that it fails to cure. Send for list of testimonials. Address P. J. CHENEY & CO., Toledo, O. Sold by all Druggists, etc. Take Hall's Family Pills for constipation.



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