

MEDFORD MAIL TRIBUNE

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THE SHIPPING BILL

PRESIDENT WILSON added another achievement to his long list of constructive measures when he signed the shipping bill, designed to relieve the shortage in ships and aid American commerce.

The shipping bill precipitated a democratic revolt in the last congress, and a postponement of many important bills through the filibuster conducted against it.

Amendments agreed to upon the last day the bill was before the senate include one which would authorize the president to seek adjustment of foreign discrimination against American shipping through diplomatic negotiations.

As passed, the measure creates a shipping board of five commissioners. The board is authorized, either directly or indirectly, through a corporation or corporations to be organized, to build, purchase, lease or charter vessels suitable for use in ocean commerce.

The bill further authorizes the shipping board to organize one or more corporations with a total capital stock not exceeding \$50,000,000, the government, through the board, to subscribe for a majority of the stock.

A radical change in American marine policy is provided in a senate amendment permitting government acquired vessels, whether foreign or domestic built, to enter the coastwise trade of the United States.

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

- (a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

- (c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent, for the men in railroad freight train and yard service represented by the labor organizations in this matter.

effort is required for the public welfare, would be harmful beyond calculation. The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent, of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stocks of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner. The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner. The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent, in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

- HALE HOLDEN, Chicago, Burlington & Quincy Railroad. R. S. LOVETT, Union Pacific System. A. H. SMITH, New York Central Lines. W. W. ATTERBURY, Pennsylvania Railroad. E. P. RIPLEY, Atchafalaya, Topeka & Santa Fe System. FRANK TRUMBULL, Chesapeake & Ohio Railway. FAIRFAX HARRISON, Southern Railway. DANIEL WILLARD, Baltimore and Ohio Railroad.



EM-TEES

CAUSE FOR PRIDE

I know a man who boasts because His father had the goat, And who always says he caught The very biggest trout. A lady says her ancestors Were great before the flood, A man declares his veins are full Of old Egyptian blood!

He mutters with a heavy breath, "I always find the road, Although I drink a lot of booze, I carry well my load!"

STILL

Tradesman (who has been at the telephone for a quarter of an hour, to his apprentice)—"Here, William, take the receiver, as long as my wife is talking to me. You don't need to make any reply; only when she says, 'Are you still there, James?' say 'Yes, Amelia, dear.'"

He was middle aged and untraveled. For 45 years he had lived in the country. At last he made a trip to the city.

There, the first time in his life, he saw a school girl go through her gymnastic exercises for the amusement of the little ones at home. After gazing at her with looks of interest and compassion for some time, he asked a boy who was standing near, if she had fits.

FENTON AND MOODY QUIT SOUTHERN PACIFIC

After more than 25 years' service as counsel for the Southern Pacific in Oregon, William D. Fenton has retired on account of ill health to devote his attention to general practice as head of the law firm of Fenton, Dey, Hampton & Fenton.

Ben C. Dey, his law partner, will continue the work formerly done personally by Mr. Fenton. He has been appointed general attorney in Oregon for the company.

Reorganization of the Southern Pacific's law department has been made further necessary by the resignation of Ralph E. Moody, attorney for the company here for the last five years, to return to general practice. He has been handling some parts of the legal work of the railroad in a separate office. Henceforth the entire legal department will be under the direction of Mr. Dey.

Both Messrs Fenton and Moody are well known in Medford, Mr. Fenton having volunteered his services to assist in the Crater Lake road appropriation legal fight.

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JOHN A. PERL UNDERTAKER

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