MEDFORD MAIL TRIBUNE

AN INDEPENDENT NEWSPAPER. PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY BY THE MEDFORD PRINTING CO. Office Mail Tribune Building, 25-27-29 North Fir street; telephone 76.

The Democratic Times, the Medford Mail, The Medford Tribune, The South-ern Oregonian, The Ashland Tribune. GEORGE PUTNAM, Editor

SUBSCRIPTION RATES: One yaw, by man One m. th, by man Per, m. th, by man Medder, delvered by carrier in Medder, hornis, lacksonville and there in hornis, lacksonville weekly, per year 166 \$5.00

Official Paper of the City of Medford. Official Paper of Jackson County. Entered as mecond-class matter at Medford, Oregon, under the act of March, # 1878.

Sworn Circulation for 1915-2456. Pull leased wire Associated Press dis-



CAUSE FOR PRIDE 1 know a man His father had the goot, And who always says he caught The very blagest trout.

EM-TEES

A lady says her ancestors Were great before the flood. A man declares his veins are full Of old Egyptian blood!

The kid who lives across the way Would crowd the Hall of Fame With folks who step on rusty nails, And thus get somewhat lame.

Of all the nuts whose pride is vain The function, 1 think, is that old toper who declares He carries well his drink!

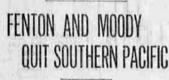
He mutters with a heavy breath, "I always find the road, Although I drink a lot of booze, I carry well my load!"

. . . 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 all there, James?" say 'Yes, Amelia, dear." "

. . . He was middle aged and untrav-eled. For the years he had lived in the country. At last be 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 amuse-ment 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.



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

PHON

THE SHIPPING BILL

DRESIDENT 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 measure was only passed after a two years' bitter struggle. Had it been allowed to become a law a year ago, the country would not today be paying such enormous tribute to the shipping trust and the expansion of the nation's commerce would have been greatly stimulated.

The shipping bill precipitated a democratic revolt in the last congress, and a postponement of many important bills through the filibuster conducted against it. The democratic reactionaries joined the republicans in opposition. Revised to minimize the government operation feature, the measure finally received unanimous democratic support and solid republican opposition.

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 and to take retaliatory action if such negotiations fail. Another authorizes the treasury department to withhold clearance from masters of vessels who deliberately efuse to accept freight from American citizens without satisfactory reasons.

As passed, the measure creates a shipping board of five ommissioners. The board is anthorized, either directly or indirectly, through a corporation or corporations to be or ganized, to build, purchase, lease or charter vessels suit able for use in ocean commerce. Limitations upon these powers would prohibit acquisition of any vessel at the time engaged in foreign or domestic commerce of the United States unless it is to be withdrawn from such commerce by the owner without intention to return thereto within a reasonable time; the purchase of any vessel which is under registry or flag of a foreign country engaged in war; or acquisition of any vessel which would not be available fer ocean commerce without unreasonable alterations.

The bill further authorizes the shipping board to or ganize 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 sum of \$50,000,000 is authorized for this purpose, the money to be provided from the sale of Panama canal bonds.

A radical change in American merchant 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.

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FOR THE INFORMATION 一位于月14日下京 如于为月18晚韩 **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.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months

months. (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. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so and such legislation as intelligent public opinion, so informed, might demand.

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

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

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 stock 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 that will result to the transportation of the commerce of the country.

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

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the

The widespread effect upon the industries of the country as a whole is beyond measure or appraise-ment 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. In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respectful indement, enimently 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 Arbi-

The decision of a commission of Board of Arbi-tration, having the public confidence, will be accepted by the public, and the social and financial rearrange-ments made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly

The reilroads 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 bank-ruptcy and imperil the power of all to maintain

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 of the resig-nation of Raiph E. Moody, attorney for the company here for the last five years, to return to general practice has been handling some parts of the legal work of the railroad in a separate office. Henceforth the en tire legal department will be under the direction of Mr. Dey.

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

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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 effielency 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 lass.

their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service. transportation service.

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, Barlington & Quincy Bailroad. W. ATTERBURY, Pennsylvania Railroad. FAIRFAX HARRISON, Southern Railway.

R. S. LOVETT, Union Pacific System

B. P. RIPLEY, Atchison, Topeka & Santa Fe System.

A. H. SMITH, New York Central Lines? FRANK TRUMBULL, Chesapoake & Ohio Railway? DANIEL WILLARD, Beltimore and Ohio Railread