

# ADAMSON BILL EXPLAINED BY LAW'S AUTHOR

Congressman Adamson of Georgia, Sponsor for Eight-Hour Day Law for Trainmen, Tells What Statute Means—Paves Way to Settlement of Issues.

By WILLIAM C. ADAMSON, (Author Adamson Eight-Hour Act.)  
No piece of legislation ever passed by the American congress was more justifiable than the bill proposed at the joint session by President Wilson and later enacted by both houses for prevention of a nation-wide railroad strike. This bill fixes an eight-hour working day as the basis for pay for trainmen engaged in inter-state commerce and before it had even been signed by the president, it has served its immediate purpose by recalling the strike order, which had gone forth.

Not only did the eight-hour act spare this country a period of paralysis and distress more overwhelming than any through which it has ever passed in a time of peace, but already it has paved the way for a settlement of the issues upon which the railroads and their employees are deadlocked. The information has come to us that the railroads themselves are becoming reconciled and action to test the constitutionality of the act and may never be begun, or if begun, may never be carried to the Supreme Court.

**Faced National Crisis.**  
Whether the railroads sign this legislation or not, those of us who were instrumental in placing this law upon the statute books need offer no apologies for our action. We faced a national crisis, one involving the welfare of every man, woman and child in the land. The president had used all the power at his command to bring the two parties together and had failed. Arbitration was impossible. The strike impended. Embargoes had already been laid by leading railroads against all perishable freight, that is, the freight which may be described in terms of food. Prices of the commonest necessities of life were doubled overnight. An appalling situation confronted us and we acted determinedly and decisively.

It is untrue and unjust for any man to charge that congress was prodded or driven in this matter. If there was any driving done, it was the public interest that was the driver. No individual or set of individuals waved a bludgeon above our heads. We were the spokesmen of the American people and we acted as their spokesmen. Both the railroads and their men are the servants of the people and we dealt with them as servants, not as masters. That one side was satisfied and the other was not, made no difference.

**Not a New Issue.**  
The question of an eight-hour day was not a new one. Every member of congress had general information enough about it to have been familiar with that question for years. It came up suddenly, it is true, and at an unfortunate time for those who were anxious for congress to adjourn. But it was not more unfortunate for them than it was for the commercial interests of the country. It came up at a time when the crops were about to be moved, and business, it was hoped, would be beautiful and prosperous. That made it even more serious and more necessary that we should do something to relieve the situation.

The men who operate the trains made their demands six or eight months ago. The carrier officials declined the demands. The operatives were threatening a strike. It was the duty of any patriotic citizen to intervene and make suggestions that might avert the calamity. The president of the United States, to whom we all look with respect and confidence, invited the two parties to confer with him with the hope that as mediator himself, he might bring about an accommodation of the differences. He failed. The brotherhoods ordered a strike. The president thereupon stated the case to congress. There was nothing new in anything he proposed. It had all been a matter of discussion for years.

**Emergency Is Met.**  
In framing this bill the members of the committee of the two houses of congress, having jurisdiction of the subject, canvassed the situation thoroughly. We found that in the conferences which had taken place before the president laid the matter before congress, the party that was threatening to strike, had agreed to certain propositions which he had made to them. The other side had rejected those propositions, demanding that full and absolute legislation

covering the whole field should be had at once. But we could not wait for that. There was not time. All that we could do was to be consistent with the proceedings which the president and the two parties to the controversy had participated in.

The party threatening the strike had agreed to certain propositions. We considered it logical that if congress enacted those propositions into law, it would be unjustifiable for the brotherhoods to strike. Logically they could not strike for we were doing just what the president had proposed to them and just what they had agreed to accept. But we had no contract with them. We had not talked with any of them. We followed reason in the matter and adopted the eight-hour law.

**Maintains Status Quo.**  
The statement that this is an act to increase labor or to take control of labor is absolutely without foundation. It merely provides that the status quo shall be maintained until the operation of the eight-hour law can be observed by a competent commission and until further legislation can be had. It is merely a truce enforced upon the warring elements with a fixed basis of peace terms. It is merely a protocol adopted prior to a permanent treaty. Nobody need fear that the committee of congress which dealt with this question, nor congress as a body will ever deliberately disregard the rights of either the railroads or their employees.

They are both servants of the people working to maintain our great system of transportation and we legislated upon their interests as such. We did what we could with the light before us. Unfortunately a crisis was precipitated in which immediate and effective action was imperative. When the president moved in the matter, making his plain, clear proposition to the two sets of men, the railroad managers were not patriotic enough to accept it. The sensible, rational thing to do, in that situation, was to avert a strike, to do what one side had agreed to. It was a thing which we all knew ought to be done.

**Balanced Proposition.**  
There never was a fairer or better balanced proposition ever made than the proposition which President Wilson made to the parties deadlocked over the issue. And he made it in the interest of the American people, to whom the whole crowd belongs, railroads and all. The position of the neutral is always misunderstood and mistrusted by the parties between whom he has intervened. Each side thinks he is taking the part of the other, and that was true in this case. Both sides should have accepted the president's proposal in the beginning, for it was based upon a principle that fundamentally is right.

In the passage of the eight-hour act congress adopted a suggestion, which we all understood which everybody understands and which ought to have been embodied in legislation long ago. The other suggestions about which many of us differed and about which we had no time to work out a basis of agreement, were postponed for future consideration. There is one measure which the senate should have passed. This is the bill increasing the membership of the inter-state commerce commission from seven to nine members. It has already been adopted by the house and should have become a law without any reference whatever to the conditions raised by the strike situation.

## BATTLE FOUGHT OVER WHITE SLAVE

CHICAGO, Oct. 2.—Seven men fought a revolver duel over the "sale" of a woman for \$200 early today with the result that one of the men was shot to death, and another was so seriously wounded that physicians say he will die.

Fifty or sixty shots were exchanged in the battle, which was fought in a roadhouse owned by Samuel Harris. The slain man was identified as "Peggy" O'Day, a saloonkeeper. Daniel Hartman, his companion, was shot through the lung.

O'Day, Hartman and two associates went to the roadhouse in an automobile. Harris told the police, had offered to "sell" a woman to him and the shooting followed a dispute over the price to be paid.

### NOTH APPOINTED SOUTHERN PACIFIC AGENT

Albert F. Noth, for six years ticket agent at the local Southern Pacific depot, has been named station agent to succeed A. S. Rosenbaum who resigned to accept a position as claim agent for the same company. Notification of the appointment was received Saturday, and becomes effective today. Mr. Noth's appointment will be received with favor by citizens generally. It is a reward of faithful service.

## GINNED COTTON BREAKS RECORDS BUT CROP SHY

WASHINGTON, Oct. 2.—Ginning of the cotton crop is breaking all records. Announcement today by the census bureau that 4,062,291 bales had been ginned from this year's crop prior to September 25 disclosed that all former totals for ginning to that date had been exceeded, even that of 1914, when the country's largest cotton crop was grown and 3,393,752 bales were ginned to September 25. Heretofore the largest quantity ginned prior to September 25 was in 1911, when it was 3,676,594 bales.

Ginning to September 1 this year amounted to 859,812 bales, and from that date to September 25 the quantity ginned was 3,212,479 bales. The extreme activity in ginning indicates that the crop this year is much earlier than in former years, but it is pointed out by officials that the quantity ginned to certain periods is no gauge to the country's total production, which this year from all indications thus far, is below the average.

Storms which in sections have wrought havoc with the cotton crop this year and caused a loss of almost 3,000,000 bales throughout the growing season.

The crop will be approximately 11,637,000 equivalent 500-pound bales, according to the department of agriculture's forecast made today basing its estimate on the condition of the crop on September 25.

Cotton this year was planted on the fourth largest acreage ever recorded—35,994,000 acres.

## THE MEADOWS

Dave Cottrell and Bill Cantrill are camped at the "Sky" ranch up near the divide gathering beef.

Messrs. Spencer and True who are developing the Hayes-Potter claims at the head of Sams valley have gone to Portland for their families and are expected back in about 10 days.

Mr. and Mrs. E. G. Key who have been visiting Mrs. Key's parents, Mr. and Mrs. Theo Lee, started for Needles, Ariz., Monday.

Logs across the road down Evans creek between the Meadows and forks of the creek block traffic.

Lane Wyland's folks are preparing to move to the old Olson ranch house the latter end of the week and all the Meadows are rejoicing we are not to lose these good neighbors.

The chief geologist of the U. S. geological survey, Mr. H. D. McCaskey, of Washington, D. C., who has charge of the division of mineral resources, was at the Meadows mining districts the past week. He found in the Mountain King mine, where Alf Lewis showed him around, the richest panoply of native quicksilver he has ever seen and a very interesting mine with immense ore supply. Over 700 feet of the 1000 feet of tunnels are in pay ore and all richer than the California average. Mr. McCaskey was greatly pleased with the district and plans sending two of his geologists with a party to make a special report on our quicksilver resources. He pronounced the Utah quicksilver Co.'s rich ore, specimen ore, and a

wonderfully rich outcrop. He found much to encourage deep mining in his short visit, which he said was to be regarded as preliminary only to the fuller examination in detail by the geologists as soon as they can be detailed for this work. Oregon is going to show some quicksilver production for 1916 and thus figure in the 1916 reports. It is to be expected that the Mountain King and other mines of the Meadows district will be able to step in and help as against the steady diminution of production in our sister state to the south, where exhaustion of ore supply is being seriously felt.

Fred Moore, Mail Carrier Springers and their families motored to the valley Monday.

Mr. Farnum of Sams valley spent Tuesday in the Meadows.

Loran and Theodore Ice were in Gold Hill Monday.

Mrs. Finis Mayfield is getting packed up to move to Rogue River with the children for the school term at the high school. Mr. and Mrs. Mayfield Sr. of Central Point will probably spend the winter with Finis on the creek ranch.

Fred Moore is talking of going to the valley for the winter with his family, having rented his pasturage for the season.

Charles Hockersmith and his boys are now regular citizens of the Meadows.

Wm. Cottrell has come to the rescue and is boarding the school teacher.

Dave Cottrell has Carpenter Coffeen at work on his gates and finishing up his barn.

Samuel Bertelson came to the Meadows mines Saturday with Doctor Everett, a noted mining expert, who claims Tacoma as his home, but represents New York interests. They looked over the Utah quicksilver Co. properties, Mr. Everett confirming Mr. McCaskey's good opinion of the property.

Jerry Gibson is driving a new tunnel on Dr. Chisholm's Little Jean mine directly on the main vein of the district and is opening up much rich cinnabar.

R. J. Rowen has gone to Grants Pass and Medford on mining business. Bill Cottrell drove to Medford Saturday in Fred Moore's Ford.

A farewell party at Fred Moore's home Saturday night was a surprise to the family but a mighty pleasant time was had, though tinged with the regret that all those present felt that they were to lose these good friends and neighbors.

Fred Moore drove to Gold Hill Saturday with a wagonload of Cliff Hazelwood's deer heads. The accumulation of years of faithful hunting. They made an imposing load.

Cal Dusenberry came from Medford Saturday and spent the day at the Meadows mines.

Fires are springing up everywhere in the woods owing to the extreme dry weather. Our district has so far escaped any serious ones as Warden Pomeroy has been very promptly on the job.

Alf Lewis, his wife and Cory Edmunds returned to the Mountain King mine after three or four days in Gold Hill.

News of the serious injury of Arthur Russell in California called Ed Russell down there on Sunday.

Lane Wyland has rented the north half of the Olson ranch and with the Moore ranch he will have quite a farm. Moore plans to go to the valley for the winter.

Fire Warden Pomeroy and Ellsworth Drake put in all night Saturday and Sunday fighting a bunch of fires on the mountain behind the Drake place.

# BARGAINS! BARGAINS! BARGAINS!

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