

RAILROADS RUN ON 8 HOUR DAY IN OTHER LANDS

New Zealand, Australia and France Have Operated Railroads on Eight-Hour Day Basis for Years—No Rusher Experiment Than Going to Bed.

By CHAS. EDWARD RUSSELL.

WASHINGTON, Dec. 20.—The United States of America, holding off about an eight-hour railroad day, is like a boy that never learned to swim and is afraid to cross a two-foot brook.

It is also like some other things too ignorant to be mentioned.

Last night I read in a daily newspaper of ponderous authority that if this country adopted an eight-hour day for railroad work it would be "making a rash and dangerous experiment."

It would, it would, O dull and timid!—just as rash and dangerous as when you eat your dinner or go to bed or wash your hands.

Alleged Expenses.

Nevertheless, I am not able to deny that this is a common idea about it. Grave and reverend statesmen hold it—or think they do. What they are pleased to call "the peculiar requirements of the railroad business" get in their way and nearly frighten the wits out of them. An eight-hour day may be well enough in factories and that sort of thing, but it is different when you come to a railroad.

How different? Well, a railroad must be kept running all the time. You can't turn off the steam at 5 o'clock and let everybody go home. Trains can't stop to suit an eight-hour schedule. You see, this is a different proposition in many ways.

It is talk of this kind that proves that what is most needed in this country is a Society for the Distribution of Common Information Among American Public Men.

Settled Elsewhere.

This whole business of an eight-hour day on railroads has worked out and settled in some other countries when most of our grave and

reverend statesmen were playing marbles and wore knee pants.

For about thirty years New Zealand, for instance, has operated her railroads on the eight-hour principle.

With two exceptions, all of the employees of the New Zealand railroads work eight hours a day.

One of these exceptions is the case of the telegraphers. They work seven hours a day.

A few years ago we thought in this country we had done a wonder-working stunt when we got a law forbidding railroad engineers to work (or be worked) more than sixteen hours at a stretch. When I told folk in New Zealand about it they thought I was joking.

Australia and France.

Australia operates her excellent railroads on the same principle. Neither country has ever developed from it the slightest trouble or inconvenience. They have found a railroad eight-hour day is exactly as practicable as a factory eight-hour day.

In France the government took over in 1907 the wreck and picturesque ruin of the Western railroad, increased the pay of all employees and put most of them on an eight-hour schedule.

Since that time wise and diligent efforts have transformed one of the worst railroads in the world into one of the best, but up to the outbreak of the war the eight-hour principle still held. I don't know how it has fared since.

But to go back for a moment to New Zealand, it has some other features about its railroads calculated to give conservative statesmanship a jar.

There is a board of appeals of which the railroad workers elect the majority and before which any such worker can bring any complaint or grievance.

Board of Appeals.

Say he has been discharged, he can get a hearing and be reinstated if he has a good case. Say he thinks he has not been promoted so rapidly as he deserves, or he has been unjustly treated by a superior. He can go before the board and get his cause adjudicated.

For all injuries to railroad workers there is compensation immediate and without going to law, on a fixed scale. So much for a finger, so much for a hand, so much for a leg, so much for an arm.

If a worker is killed, his widow draws a pension for herself and another for each of her children.

If a worker is ill he is laid off at half pay until he gets well.

With Medford trade in Medford made

HANSON PLAN FOR REFINANCING CITY PLACED ON BALLOT

In an adjourned session held this noon, the city council passed unanimously a resolution ordaining the initiative petition asking for the placing of the Hanson plan for the refinancing of the city on the ballot at the city election January 9. The matter was brought up for discussion at the regular meeting of the council Tuesday evening and after debate, it was decided to defer action on the matter until today.

W. E. Phipps presented a bill of \$75 to the council for service rendered in the drawing of the 50-50 plan. The bill was referred to the finance committee for action.

A movement was started by the council for the introduction of a bill in the state legislature to return to the city a part of the road levy collected each year by the county. Formerly the city received 70 per cent of the annual road tax levied upon Medford property holders. This payment has now been evaded by including the road tax in the general levy and the city receives nothing. The bill to be introduced will ask that either the city be again given the 70 per cent of the amount collected or that the levy be discontinued.

A number of ordinances were passed ratifying and confirming alterations and corrections in the various assessment ordinances affecting property now on the city lien docket. These measures were passed to clean up a large amount of business neglected or only partially completed by former councils and are designed to straighten up the old records preparatory to the beginning of the new financial plan for the city. Many of these old ordinances, though practically dead, were legally alive and the present council decided to settle the matters definitely.

An ordinance was also passed combining a number of city funds into one general fund in accordance to the new financial plan which aims at the simplification of the handling of the city's business.

A number of small routine matters concluded the meeting.

Mrs. E. D. Castle of Grants Pass spent Tuesday in Medford visiting friends.

BRITISH PROGRAM LIKELY TO CRIPPLE AMERICAN TRADE

WASHINGTON, Dec. 20.—Nationalization of British shipping, mentioned briefly by Premier Lloyd George as one of the first acts of the new war ministry, commands more interest here from the strictly American point of view than any other phase of the premier's speech. What effect it would have on American foreign trade and the status of British ships sunk by German submarines has opened a new and unexpected series of questions which officials regard with much concern.

The taking into the national service of the whole mercantile marine, following closely on England's announcement that she could not guarantee coal at any of her coaling bases the world over except to ships conserving allied interests, is thought by officials at first glance to turn over a great majority of the world's carrying trade to specific war purposes. The effect on commerce for American purposes and not of service to the allies is problematical, especially as to the completeness with which Lloyd George enforces the order. Nevertheless, there is in law nothing the United States can do should the whole British merchant marine be withdrawn from American trade and harbors.

It is thought the effect on the submarine situation would be to remove confusion between public vessels not entitled to any guarantees and private vessels entitled to warning and provision for the safety of those on board. Just where the point of distinction would be drawn is complex.

DRYS MAKE GAINS IN MASSACHUSETTS

BOSTON, Dec. 20.—No license advocates gained two victories in the four municipalities outside of Boston holding elections yesterday. North Adams changed from the wet to dry column for the first time in 29 years and Fitchburg turned last year's license majority of 72 to a no-license margin of 84. Peabody and Quincy remained in the dry column.

CHICAGO SUFFERING A COAL FAMINE

CHICAGO, Dec. 20.—Following a series of conferences, Chicago coal dealers, facing a possible coal famine, today announced that an appeal for an inquiry into the local situation had been made to the Federal trade commission.

Railroad men and coal dealers asserted today that they saw some relief for the shortage, which seriously handicapped the heating of some of the larger buildings in the city, in the fact that coal had begun to move into Chicago again from the West Virginia fields.

16,000 EMPLOYEES GIVEN INCREASES IN SALARIES

WASHINGTON, Dec. 20.—Salary or wage increase of from 5 to 10 per cent for about 16,000 government employees receiving less than \$1,500 a year and of \$500 a year for each representative's secretary were provided for in the executive, legislative and judiciary appropriation bill passed today by the house without a record vote. The secretaries now get \$1,500 a year. An attempt to provide each representative with an extra stenographer at \$75 a month during the session failed.

TO RELIEVE CATARRHAL DEAFNESS AND HEAD NOISES

If you have Catarrhal Deafness or head noises go to your druggist and get 1 ounce of Parmit (double strength) and add to it 1/2 pint of hot water and four ounces of granulated sugar. Take 1 tablespoonful four times a day. This will often bring quick results from the distressing head noises. Clogged nostrils should open, breathing become easy and the mucus stop dropping into the throat. It is easy to prepare, costs little and is pleasant to take. Any one who has catarrhal deafness or head noises should give this preparation a trial. Heath's Drug Store, Strang's, Medford Pharmacy, West Side, Haskins' Drug Store, can supply you.

MEDALS COMMEMORATE SINKING OF LUSITANIA

BERLIN, Dec. 20.—Referring to reports of the founding of an association for the manufacture and distribution of medals commemorating the sinking of the steamship Lusitania, the Overseas News agency says:

"It is officially declared that in Germany this medal is practically unknown and that hardly 100 persons ever saw it. It was coined in a private house in Munich. The manufacturers reported that up to December 1, 1916, a total of 180 of these medals had been sold to the trade and that of this number seventy-five went to foreign countries."



You Will Find

all our accessories on the car that Santa Claus drives. He is the most exacting of men in the quality of things he buys for his personal use, as well as for the presents he gives. If we can retain his patronage, there must be something exceptionally good about our supplies for the auto.

C. E. GATES



Dance music for the Christmas holidays

See that there's a Victrola in your home when Christmas morning rolls around, and you'll have splendid entertainment for yourself—and for your friends when they drop in. Delightful vocal and instrumental numbers that every one will enjoy listening to, and dance music galore. Come in and hear some of the newest turkey trots and tangos—get acquainted with this wonderful instrument.

Victrolas \$15 to \$200. Victors \$10 to \$100. Easy terms, if desired.



HALE'S Piano House

MERRY CHRISTMAS!

The Jackson County Bank

OF MEDFORD, OREGON

For the 29th Successive Year, Wishes You One and All a

VERY MERRY CHRISTMAS

The year just closing was not as plenteous as is the usual wont of this valley, but we are optimists and look forward to the coming year as the most bounteous in our history. As optimists, let us

MAKE MERRY AND REJOICE

We thank you for the patronage for 29 years last past, and once again, a Merry Christmas and a Happy New Year

Capital	\$100,000.00
Stockholders' Liability	100,000.00
Surplus and Profits	80,000.00

C. W. McDONALD, President - G. R. LINDLEY, Vice-President
V. H. VAWTER, Cashier

Nurmi Baking Co.

This Bakery is only two years old and has surprised the people every Christmas by

Toothsome Pastries and Bread of the Highest Quality

We are proud to say we have the finest pastry line this year that has ever been shown in the city of Medford

DON'T YOU KNOW it means something to the dear wife and mother where she can get good things to eat, goods that are made in our clean kitchen, and are as good as she can make them herself or better; besides, we can show you and prove it is cheaper.

We Give Here a Small, But Fine Assortment

Light Fruit Cake, full of Fancy Raisins, Almonds	
Cherries and Walnuts, per lb.	45c
Layers---Chocolate, Walnut, Mocha, Cream, etc.	
each	40c
Lady Cake that cuts white close grain slice, each	35c
Fancy Kisses, per doz. 15c to 20c	Almond Macaroons a doz. 15c
Cocoanut Macaroons a doz. 10c	Honey Macaroons a doz. 15c
Children---Honey Hearts, Ginger Bread Men, etc.	5c

Place Your Order Now

When ordering your Bread, say NURMI'S—it's worth the trouble.

25-33 South Front St.

Medford, Ore.