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GEORGE PUTNAM, Editor

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THE ADAMSON DECISION.

THE supreme court's decision upholding the validity of the Adamson law is one of the most important decisions rendered, confirming as it does the full authority of the federal government in the control and regulation of inter-state traffic.

Railroads are, after all, but public highways and the rights of the public are paramount to both those of the owners and operators. Ownership and operation are only through the consent of the public, as represented by the government. Terms, regulations and conditions of ownership and operation are all under terms prescribed by the government and may be altered as deemed advisable.

Private interests are subordinate to public interests. Public carriers years since lost their right of rate making. The right of regulating appliances, supervision of office systems and traffic requirements and control of labor conditions followed. The Adamson law was but another step in the enforcement of federal control over traffic conditions, defining public regulation and private operation of common carriers and regulatory legislation by congress.

In volved in the decision are public and private interests, including those of American railroads, aggregating 250,000 miles and property interests of \$5,000,000,000, together with those of 400,000 railroad employees, one fifth of the total.

Briefly, the features of the Adamson law may be summarized as follows:

Permanent establishment of a work-day of 8 hours as a measure or standard of calculating wages and service of train operatives.

Temporary, but immediate increase of about 25 per cent in wages, during not less than seven nor more than eleven months beginning January 1 last, of about 400,000 trainmen, mostly of the "Big Four" brotherhoods of engineers, firemen, conductors and brakemen and those principally in freight service. Comparatively few passenger trainmen were given immediate benefit by the law.

Cost to the railroads of such temporary increase of from \$40,000,000 to \$50,000,000, as estimated by the railroads, or about \$20,000,000 as estimated by the brotherhoods. Future additional cost of a permanent 8-hour-day scale was estimated by the railroads at \$100,000,000 annually, with prospective additional wage demands from 1,500,000 other employees not benefitted by the Adamson law.

Vast extension of congressional authority in federal regulation of common carriers, with power to authorize wage fixing by the Interstate Commerce commission.

Railroads under 100 miles in length are exempted by the decision. The decision does not bar trainmen from working more than 8 hours a day, but entitles them to pro-rata overtime pay.

The Adamson act was one of six in the legislative program, presented by President Wilson to congress in his message of August 29 after the strike had been called and after conferences failed to bring a settlement, and when railroads were directing freight embargoes in anticipation of a strike. Other legislation recommended included reorganization and enlargement of the Interstate Commerce commission; approval by congress of increased rates to meet the increased wages proposed, public investigation of labor controversies before strikes or lockouts, and vesting the president with authority to operate railroads in case of military necessity. All these have been considered by congress except the proposed rate increase, which the president withdrew in his opening message to congress last December.

The railroad managers, in conceding the demands of the men and averting the general strike, evidently made a virtue of necessity. There was probably a "leak" of what the decision would be.

tion exists in the Squaw Creek segment of that district. In fact, evidences have been found there which indicates sensational developments as the work proceeds on scientific lines.

It is the sole aim of the Mineral Development league to bring about the conditions that will make this development possible. We shall have no productive mines until this shall have been accomplished. Following its accomplishment we shall have hundreds of them.

BUSINESS OF LOCAL BANK IS DOUBLED

The current sworn bank statements show that the business of the Farmers and Fruitgrowers bank has more than doubled during the present management. And this has occurred during a period of depression.

This constitutes a complete answer to the question as to whether or not the public approves of strict, safe and sane management.

The efforts of the bank in building up the back country and increasing Medford trade seem to be fully appreciated.

FLAY DESECRATORS TO HONOR THE FLAG

NEW YORK, March 19.—Bouek White, pastor of the Church of the Social Revolution, who is serving a thirty day sentence in the Tombs, for burning an American flag at a "melt-ing pot" ceremony held in the courtyard of the church last June, will raise the flag on the new flagpole in the Tombs yard each morning and haul it down at night. To Edward K. Ames and August Henkel, serving sentences for the same offense, will fall the duty of carrying the flag to and from the warden's office.

FARMERS MAKE 100 PROFIT ON RICE



Threshing rice on one of the large rice farms of Arkansas, with part of the crop already in bogs.

LITTLE ROCK, Ark., March 12.—The rice industry of Arkansas is booming along as fast as land can be taken up and cultivated.

Last year, the crop in this state was harvested from 100,000 acres, yielding about 5,000,000 bushels, and bringing into the state \$5,000,000.

Although the rice fields are being developed with remarkable rapidity, there are still immense possibilities for an extension of this great industry.

It is estimated there are still more than half a million acres of uncultivated rice lands in Arkansas, including timber and prairie lands that can be purchased now for \$10, \$15 and \$25 an acre.

Rice farmers have started with \$5000 investments and come out with 100 per cent profits. Those with less capital have taken advantage of the share-crop system, by which they were supplied with the land, seed, water and machinery necessary for half share in the harvest.

The rice belt extends from the western side at Crowley's Ridge, near Jonesboro, on the Cotton Belt route, through the level timber lands to the Grand Prairie, on beyond into the Arkansas river valley and ending in the flat lands of southern Lafayette county.

Some of the finest rice lands are in the level timbered section along the Cotton Belt in western Cross county. Many farmers are developing big rice farms here and making large profits.

FREIGHT RATES ON SHEEP ORDERED CUT

WASHINGTON, March 19.—Freight rates on sheep and goats from Utah, Idaho and Oregon points on the Oregon Short Line Railroad to Los Angeles were found today to be unreasonable by the Interstate commerce commission. Rates for sheep and goats not higher than those on cattle and rates on hogs not to exceed ninety per cent of the rates on cattle were ordered. Present rates on cattle and calves were sustained.

SUNKEN STEAMER INSURED FOR \$250,000

WASHINGTON, March 19.—The American steamer Illinois sunk yesterday by a German submarine, was insured by the government's war risk bureau for \$250,000. The government had issued no insurance on the City of Memphis or the Vigilantia.

NAVAL ACADEMY CLASS GRADUATED

WASHINGTON, March 19.—Graduation of the first and second classes at the naval academy has been ordered. The first class will be graduated March 29; the second class in September, the date not having been definitely fixed. The order means that 374 additional naval officers will be made available to meet the existing shortage in naval personnel. The first class comprises 172 men and the second class 202.

BEGIN CONSTRUCTION SUBMARINE CHASERS

WASHINGTON, March 19.—Construction immediately at the New York navy yard of sixty submarine chasers, deliveries to begin in from sixty to eighty days, was ordered late today by Secretary Daniels. The boats will cost \$30,000 each. Forty can be laid down at once.

For Skin Blisthes

There is one remedy that seldom fails to clear away all pimples, blotches and other skin eruptions and that makes the skin soft, clear and healthy.

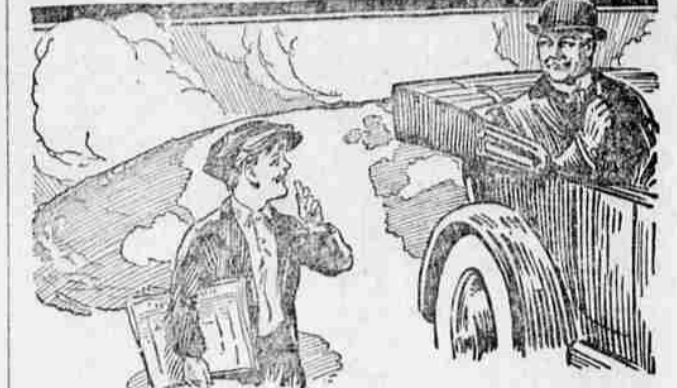
Any druggist can supply you with zemo, which generally overcomes all skin diseases. Acne, eczema, itch pimples, rashes, black heads in most cases give way to zemo. Frequently, minor blemishes disappear overnight. Itching usually stops instantly. Zemo is a safe, antiseptic liquid, clean, easy to use and dependable. It costs only 25c; an extra large bottle, \$1.00. It will not stain, is not greasy or sticky and is positively safe for tender, sensitive skins.

JOHN A. PERL UNDERTAKER

Lady Assistant 28 S. BARTLETT Phone M. 47a and 47-J Automobile Hearse Service. Ambulance Service. Coroner.

as yet to release from active service more than two thousand regular army reservists called to the colors at the time of the border mobilization. The question was taken up some time ago, but it was decided that these men could not be returned to civil life while any of the National Guard remained in the federal service.

S. B. Stoner of Sams valley was in the city Monday purchasing orchard supplies.



A Little Stick of WRIGLEY'S Makes the Whole World Kin!

No climate affects it for the package protects it.

WRIGLEY'S goes to all parts of the world—in all seasons, to all classes.

Fresh, clean, wholesome and delicious always.

It aids appetite and digestion, quenches thirst, keeps the teeth clean and breath sweet.

Advertisement for Wrigley's Doublemint chewing gum, showing the product and a cartoon character. Text includes 'Three Fine Flavors' and 'After every meal'.

The department has taken no steps

ALL MILITIA TO BE MUSTERED OUT

WASHINGTON, March 19.—It was authoritatively stated today at the war department that demobilization of the National Guard would continue as planned and that delays in the mustering out of troops in certain districts resulted from local conditions and did not reflect any change in the attitude of the government on this question. It is expected that all National Guard forces will have been mustered out by April 1 or very shortly after.

The Coming Baby

Every help that will tend to aid the expectant mother and foster the well-being of the tiny infant should be promptly rendered.

The time before childbirth is one of much discomfort. This is caused in a large measure by the tightening and straining of the abdominal tissues, as well as the network of cords, ligaments and muscles in that part of the body.

For many years thousands of women have successfully used the preparation known as "Mother's Friend." It is safe and dependable to be used by every prospective mother. A famous physician formulated the preparation. "Mother's Friend" is for external use, and is composed of special oils and other ingredients which have a penetrating and softening effect. Relief from much of the pain at the crisis is found.

Any woman awaiting childbirth should secure a bottle of "Mother's Friend" from her druggist, when the abdomen first begins to expand. No time should be lost in beginning its use. Apply it night and morning without fail. Address Bradford Regulator Company, Dept. B, 445 Atlanta, Ga., for valuable guide book; it is free.

SAFETY FIRST. Buy the Products of Home Industry CALIFORNIA WASHING POWDER makes the washing easy. For sale by Chas. L. Schiefelin, Ulrich & Ryan, Hutchison and Lamsten, Fouts Grocery Co., Warner, Wortman & Gore, Marsh & Bennett, John Brownlee, C. P. Kribs, J. B. Hibbard, Jones Cash Grocery, De Voe's, V. E. Conner, W. Stringer, Jackson St. Grocery, G. W. Dow, C. S. Butterfield, Bungalow Grocery, East Side Grocery, Cort St. Grocery, Laurel St. Grocery, Oakdale Grocery, O. Verblick Grocery, Factory at Ashland.



Which Road?

Which road? This is the question every community is facing today. In our community there are only two kinds of people. And they travel on just two roads. There are "home town patrons" and the "out-of-town patrons." There is the "trade at home" road and the "mail order" road. Which class are you in? What road are you taking? It should be easy to decide. Every time we fail to patronize home interests we are boosting an outsider. Every time we take the mail order route we are boycotting our home town. Which road? The only answer for us is the road to the right.