

THREATENED R. R. STRIKE CALLED OFF REACH AGREEMENT

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facilities were concerned were conceded by all.

Agreement Signed.

The agreement which averted the strike was signed in Secretary Lane's room at 5:15 this morning just a few hours after the managers had agreed to abandon the long and bitter fight they have made against the brotherhoods' demands.

As the last of the nine to sign it attached his signature the tension in the little group relaxed. The managers and the chiefs shook hands with each other and with each of the Washington mediators.

The sun was just touching the white fronts of the neighboring skyscrapers with light. As the dozen broke into little groups the room suddenly became silent when W. H. Carter of the firemen and engineers, looking out, said:

"Why, look out there. It's the dawn of a new day."

Most of those present thought he had expressed the feeling of all, for it was the first time in many years that there had been much evidence of friendly feeling between the men who run the trains and the men who manage them.

Statement Is Issued.

The mediation negotiations and their result are summed up in the following statement issued at six o'clock this morning by the committee from the council of national defense:

"We desire to express our appreciation of the large and patriotic action of the railway managers' committee which has put beyond peradventure the possibility of a nationwide railroad strike. The railroad have met the full demand of the Adamson eight hour law. This concession was secured as the culmination of two days and nights of negotiation.

"Our first effort was to secure a postponement of the strike which was fixed for Saturday night. This postponement was secured by presenting to the railroad managers a memorandum agreement drafted by the brotherhoods which with some particularly expressed the provisions of the Adamson law. We asked the railways to agree that if the Adamson law was held to be constitutional that this construction and application would be given to it. The railways agreed to this at a joint session between the brotherhood chiefs and the managers. And with much difficulty the chiefs stayed the strike, an act that was vital to the success of our efforts at further mediation.

Matter Decided.

"We next sought some adjustment that would be effective should the law be held unconstitutional. In this regard many propositions were made to both sides until the railroads expressed a willingness to place the whole matter in the hands of the committee. This action proceeded, as the letter of the railroad managers states, from a desire to demonstrate to the country that the railroads would not allow their own conception of railroad policy to stand in the way of the fullest use of the roads at a time of severe national strain. The committee considered the matter and decided that in view of the action of congress in passing the Adamson law and the necessity for immediate action, that it was best to adopt at once the memorandum agreement of the previous day as applicable under all conditions. Then this provision of the eight hour law, by agreement between the roads and the men became the basis of the settlement and whether the supreme court holds for the validity of the law or against it there will be no strike. (Signed)

FRANKLIN K. LANE,
W. B. WILSON,
DANIEL WILLARD,
SAMUEL GOMPERS.

Letter to Elsha Lee.

The committee sent the following letter to Elsha Lee, chairman of the conference committee of the railroads:

"We are in receipt of your favor of last date, placing in our hands for immediate adjustment, the matter of the differences between your committee and the railroad brotherhoods.

"We have brought this letter before the brotherhoods with the statement that in our judgment it was advisable to put into effect the provisions of the Adamson law whether it be held valid or otherwise. This was acceptable to them. This by your own action, urged thereby by the highest reasons of national concern, you have avoided a national calamity.

"We would be delinquent in a true sense of gratitude if we failed to express our sincerest appreciation of

the action you have taken. We trust that it promises a long period of hearty co-operation between the railroad managements and their employees."

The agreement signed by the representatives of the brotherhoods of the roads and by the commission reads as follows:

Agreement as Signed.

"In all road service except passenger, where schedule now reads 100 miles or less, nine or ten hours or less, overtime at 10 or 11 miles per hour, insert eight hours or less for a basic day and 12 1/2 miles per hour for a speed basis for the purpose of computing overtime.

"Overtime to be paid for at not less than one eighth of the daily rate per hour.

"In all yard service switching and hostelry service where schedules now read ten, eleven or twelve hours or less shall constitute a day's work, insert eight hours or less shall constitute a day's work at present ten hours' pay."

"Overtime to be paid for at not less than one-eighth of the daily rate per hour.

"In yards now working on an eight hour basis the daily rate shall be the present ten hour standard rate, with overtime at one-eighth of the present standard daily rate.

If Law Unconstitutional.

"In case the law is declared unconstitutional eight hours or less at present ten hour pay will constitute a day's work.

"In passenger service the present mileage basis will be maintained. On roads now having a flat ten hour day in passenger service the rule will be amended to read 'eight within ten hours.'

"For all classes of employees in short turn-around passenger service where the rule now reads 'eight within twelve hours,' it will be amended to read 'eight within ten hours.'

"For such territory as has no number of hours for a day's work in short turn around passenger service, the eight within ten hour rule applies. Overtime to be paid for at not less than one eighth of the daily rate per hour.

"The general commissions on railroads may elect to retain their present overtime rules in short turn-around passenger service or the foregoing policy, but may not make a combination of both to produce greater compensation than is provided in either basis.

Adjust to Decision.

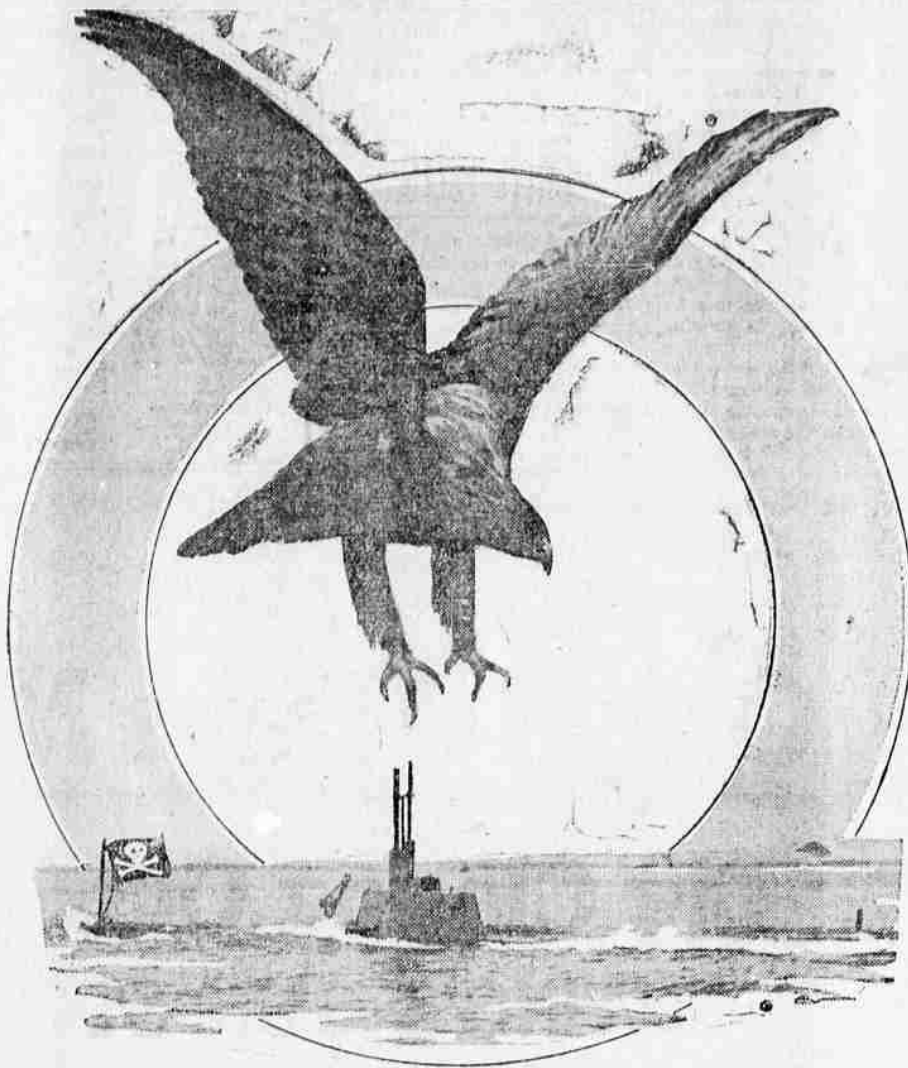
"In the event the law is held to be constitutional if the foregoing settlement is inconsistent with the decision of the court, that application will be adjusted to the decision, if declared unconstitutional the above stands with all the provisions as written.

"The foregoing shall govern for such roads, classes of employees and classes of service represented by the national conference committee of railroads.

"Schedules except as modified by the above changes remain as at present."

W. G. Lee, head of the trainmen, and spokesman for the brotherhood chiefs, declared today that the settlement of the controversy was "the

Sic 'Em



THREE AMERICAN SHIPS ARE SUNK BY SUBMARINE

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ped, submarine approaching to one mile, fired once more, fragments striking vessel, ship then only being able to read submarine's signal to abandon ship. Instantly captain replied by long blast whistle signifying comprehension, then gave four short blasts, signal to crew to take to boats immediately, which was done in five minutes, about 4:15. No injuries.

Fired Eight Shots.

"Submarine then came up, hailed captain's boat, fired eight shots, sinking vessel about 4:40 p. m. Weather heavy, southwest swell, moderate southwest breeze, sky squally, weather improved during night. First officer's boat picked up by admiralty ship 3:45 a. m. today. Chief engineer's boat 6:30 a. m. by same vessel. Landed Queenstown 4:30 p. m. today without accident. City of Memphis carried wireless, but did not use it.

"Carried no gun. No attempt resist. When captain is located he may have further evidence.

"Survivors here include First Officer Charles G. Laird, Chief Engineer W. I. Percy, Assistant Engineer Fred Bevil, Third Officer M. J. Dierlam, Third Engineer W. M. Thompson, P. J. Donahue and T. J. Welsh, wireless operators and eight other Americans, ten Spaniards, two Danes and one each Swede Russian and Chilean.

"City of Memphis was stopped by submarine February 4 off Scilly islands. Failure to use wireless this time was due to experience of former occasion inducing belief that ship would probably be passed if wireless not started. Survivors are assembled Queenstown pending instructions from owners, Ocean Steamship company, New York."

"H. O." OF TYPHOID TEST SAID TO RETURN

SAN FRANCISCO, Mar. 19.—After four years of isolation and treatment under the direction and observation of the state board of health and United States public health service "H. O.", the typhoid carrier who caused the steamship Aceme to be

known as the "Typhoid ship," five years ago, is still a carrier, it was made known today and a menace to the public health. "H. O." whose identity has been kept from the public by the health authorities is submitting voluntarily to his isolation at the Marine hospital here. During the time "H. O." was a member of the Aceme's crew, thirty cases of typhoid developed of which five were fatal.

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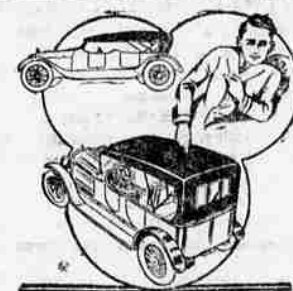
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ADAMSON LAW HELD AS VALID BY SUPREME COURT

(Continued From Page One.)

"hours of service act," and others and held there was authority of congress to act because failure of the railroads and employes to reach an agreement.

The railroads could not object to fixing a standard of wages, he said, because in the deadlock none was fixed.

In dissenting Justice McReynolds



CHIEF JUSTICE WHITE

held that congress did not have power to enact the law but that the majority decision now gives it authority to fix the maximum and minimum wages, "and to require compulsory arbitration of labor disputes which may seriously jeopardize movement of traffic and to take measures effectively to protect the free flow of commerce against any combination whether of operatives, owners or strangers."

NEW YORK, Mar. 19.—Net income of the Bethlehem Steel corporation and subsidiaries for 1916 aggregated \$43,392,968, according to the annual statement issued today. This represents an increase of \$25,852,155 or 153 per cent over net income of the previous year. Unfilled orders on hand December 31, last, amounted to \$193,373,249, an increase of \$17,840,354.

greatest victory ever won for labor." "Nearly 400,000 men," he said, "have won the eight hour day without sacrificing a cent of their money for it. We are now in a position to go back to our men with the greatest thing ever put over for labor."

Conference will be held here tomorrow between the railway managers and the brotherhood chiefs to decide a basis of computation of back pay, but much as the new agreement is retroactive beginning January 1, it is estimated unofficially that the men have coming to them between \$12,000,000 and \$13,000,000.

FIVE PERCENT LOANS BY FEDERAL LAND BANKS

WASHINGTON, March 19.—The farm loan board announced today that the interest rate on all loans made to farmers throughout the country by federal land banks would be five per cent.

A rate of four and one-half per cent on bonds to be issued by the land banks also was officially announced.

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