

100,000 MEN STRIKE IN PHILADELPHIA

NO FUEL, NO MILK, NO BREAD CITY FACES GREAT CRISIS

UNIONISTS RECOGNIZE THAT UNIONISM IS BATTLING FOR ITS LIFE; LONG FIGHT CERTAIN

Trade Loss to Business Concerns Will Run From Two to Three Millions Daily—Mayor Issues Proclamation Forbidding All Street Gatherings—Director Says 8000 Police Will Make Presence of Troops Unnecessary—Entire Body of Men Engaged in Building Trades Has Quit Work and All Building Operations Have Ceased.

PHILADELPHIA, Pa., March 5.—Here are the causes which led to a strike that threatens to be the greatest in the history of America:
Five hundred union men were discharged by the Philadelphia Rapid Transit company "for the good of the service."
The unions demanded their reinstatement and made a supplementary demand for 25 cents an hour.
The company refused to comply with the demand in any respect.
On February 19 6000 men struck, and since have indulged in frequent riots.
The company refused to recognize the union, but offered to meet the men as individuals.
The carmen refused to so meet the company.
All efforts toward arbitration failed.
Central Labor Council threatened to call a general strike of union men throughout the city.
General strike called at midnight, March 4.

PHILADELPHIA, March 5.—front of the car barn at Thirty-sixth With an indeterminate number of and Market streets. Six policemen men variously estimated from 75- who had relieved six officers at the 000 to 150,000 on strike today, Philadelphia faces the most serious labor war in the history of America. The men threatened, but as soon as a riot call was sounded they fled.
The Philadelphia Rapid Transit officials reported that they were operating 936 cars out of 1800 which are used under normal conditions.
Many Police on Duty.
It was announced that this service would be continued. This will necessitate practically continuous use of the city force of police on strike duty for more than 24 hours.
March weather and no coal save for the pitifully small amounts persons may take home in baskets.
No bread save for that which mothers may bake, provided they have the fuel.
No milk save that procured personally from creameries.
These three conditions are the threatened result of the great strike of union laboring men throughout the city.
Drivers Go Out.
The coal wagon, milk wagon and bakery wagon drivers planned to make final deliveries today and then join the rapidly growing ranks of the strikers.
Families face the greatest bread shortage in the city.
Business Paralyzed.
Business was not paralyzed today to the extent predicted by labor leaders, but the general unrest throughout the trades indicated that a complete prostration impended.
Tonight each side proclaims a victory. The union men see success in the walkout, while the employers say that fewer union men walked out than the leaders predicted.
First Disturbance.
The first disturbance occurred in

ANOTHER NEW LARGE BRICK TO BE ERECTED

Dr. F. C. Page Disposes of Old Webb Property at Sixth and Bartlett for \$15,000—Mills Tract of 461 Acres Sells for \$30,000—Will Plant and Subdivide.

Dr. F. C. Page has disposed of his property, known as the Webb place, on the corner of Sixth and Bartlett streets, to parties who plan to erect this summer a modern four-story building. Dr. Page withholds for the present the names of the new owners.
The price paid was \$15,000, which was most reasonable, considering the location and size of the lot, which is 155x100. Judged by the price of property in that neighborhood, the place was worth nearer \$25,000 than \$15,000.
The new owners, according to Dr. Page, plan to erect a four-story office and store building of brick. Work will start early in the summer.
Land Sale.
The J. W. Mills tract of 461 acres has been sold for \$30,000, the purchaser being E. White of Minot, N. D. The tract consists of fruit land lying four and one-half miles south of Medford. Mr. White has some very flattering offers for his bargain, but has refused to sell, saying: "I have looked over the valley very carefully in the past six weeks since coming here and feel that I have purchased one of the best large tracts in the valley."
Mr. White has great faith in Medford and the Rogue River valley, saying there is nothing like it. He will in all probability subdivide the tract into ten and twenty-acre lots. The sale was made by D. H. Jackson & Co.

Another Sale.
John D. Owell has completed the sale of the old Hemworth place, owned by Tronson & Guthrie, lying three and one-half miles north of Medford, for \$50,000. It was purchased by F. W. Wade of Seattle, Wash.

INSTRUCTION CAR FOR R. R. EMPLOYES

One of the Five Larger Sized Cars of the I. C. S. for Instruction of Railroad Employees Is Here.

The handling of heavy trains is one of the things a railway trainman must know nowadays, and to this end the international correspondence schools of Scranton, Pa., have equipped a number of cars, 12 in all, five of them being full-sized, with every equipment, and seven of smaller size. These cars are equipped with all the machinery necessary to illustrate to the classes the actual operation of a train by means of air brakes from a train of 30 cars down. The principal railways of the country have a contract with the I. C. S. for the instruction of their trainmen, and attendance is compulsory for at least three lectures, unless unforeseen matters intervene. The car is here for the purpose of instructing the P. & E. trainmen

LOCALLY NO FREIGHT MOVES

General Demoralization of Traffic Over the West Forces So Many Passenger Trains Through Medford That All Freight Engines and Crews Are Pressed Into Service.

FIRST EASTERN MAIL IN FIVE DAYS REACHES CITY

Local Office Posts Notices Not to Load Freight at Present—All Freight Delayed for an Indefinite Period.

Owing to the general demoralization of railroad traffic over the coast, forcing the trains running east from San Francisco to come north by way of Medford and Portland and on east over the O. R. & N., local freight is at a standstill and will remain so for an indefinite period. The local office of the Southern Pacific company on Saturday posted notices to shippers not to load freight for shipment until further notified.
Eight to ten extra passenger trains are passing through this city daily and all the freight engines and crews are pressed into service moving the passenger trains, and as a result the regular passenger trains are off their schedule.

Eastern Mail
Eastern mail consigned to Medford, flood bound for four days in Idaho, was received at the postoffice yesterday. Delayed mail will have been distributed by this morning, but the paper mail may not reach addresses for a day or two.
The consignment of delayed mail consisted of about 10 pouches of first-class matter and about 40 sacks of second and third-class matter. The city delivery force was put at work on the letter mail, and the greater part was out last night.

The Situation.
Telegraphic advices received last night indicates that the Nevada lines will not be cleared for ten more days at least.
The westbound overland limited, which left Ogden Monday afternoon, passed through here today on its way to San Francisco.
All through trains to San Francisco from the east are now being detoured over the Oregon Short Line tracks. This arrangement will continue until the bridges and tracks washed out by the floods in Nevada are repaired.

Steamship Lines Included.

WASHINGTON, D. C., March 5.—The house interstate commerce committee today decided to include the steamship lines in the paragraph in the interstate act prohibiting the transportation companies from acquiring an interest in the capital stock of the competing lines.

POSTAL SAVINGS BANK BILL PASSED

WASHINGTON, D. C., March 5.—The senate this afternoon passed the postal savings bank bill, one of the administrations demanded by President Taft.
The vote on the postal bank bill was 50 ayes to 22 nays.

SLIDE ON CANADIAN PACIFIC SWEEPS 61 INTO ETERNITY

LADIES FOUND ONLY ONE WHO DID NOT SIGN

Movement for New Incinerator Undertaken by Ladies of Greater Medford Club is Favored by Every Business Man Approached, With the Exception of One Party.

Out of 275 men approached by the committee of the Greater Medford club, only one was found who refused to sign the petition to the city council to establish a plant for the incineration of garbage. The others came through with their signatures at the first asking and many more would have signed if they had had an inkling of the move on foot. However, the petitions when filed with the recorder bore 274 names, and 274 to 1 is about the proportion of opposition to this most necessary adjunct to a growing city.
The committee in charge of the petitions was comprised of Mrs. J. F. Reddy, Mrs. Edgar Hafer, Mrs. Ed Andrews and Miss Putnam.
Nearly everything good in the way of public improvements in Medford has been first taken up by the ladies of the Greater Medford club. When the club was first organized it found the city park about the poorest apology for a park on earth. They went to work to have it put in shape. "You can't do it" said the pessimists. But they did.
They wanted a fountain in the center of the park. The "Can't Do It club" got busy again. But the Greater Medford club "did it."
The club wanted a library. They got it.
Now they want a sanitary incineration plant where garbage and refuse may be destroyed.
Will they get it? Sure.

Fairbanks Dined.
LONDON, March 5.—Former Vice President Charles W. Fairbanks and Mrs. Fairbanks were the guests of the Prince of Wales today at a luncheon given at Marlborough house.

PLAN GREAT CAMP ARMIES OF WORLD

San Francisco Springs New Stunt for Her Panama Exposition—Stupendous International Pageant.

SAN FRANCISCO, Cal., March 5.—The proposition of issuing an invitation to all the powers of the world to participate in a gigantic military encampment to be held in San Francisco in 1915 during the progress of the Panama-Pacific International Exposition, is being seriously considered by the committee promoting the exposition here today.
According to the plan the encampment would be held in conjunction with the proposed international naval pageant.
It is believed that the innovation would be well received and acted upon favorably by the powers should the invitation be given.
The encampment would be the first of its kind in the history of the modern world.

TERRIFIC AVALANCHE, WITH THUNDEROUS ROAR, HURLS ITSELF UPON WORKTRAIN

Snow Slides Have Claimed 234 Victims During Past Week—New Slides Are Expected at Any Moment—Scenes at Wellington Are Heartrending—Forty-seven Bodies Have Been Recovered There to Date—Fierce Blizzard Rages Over Spot Where Death Reaped Many Lives—Work of Recovering Bodies Goes Steadily Onward.

During the past week two hundred and thirty-four men, women and children are known to have lost their lives in the north-west from avalanches. Additional slides are threatening rescuing parties and further tragic reports are expected at any moment.
The horrors began with the tragedy at Mace, a little town in the Coeur d'Alene country, which was buried Monday. The dead are estimated at 60, although the list may grow.
Hardly had this horror been recorded than one occurred at Wellington, overwhelming three trains, which were stalled by snow. The present number of dead is placed at 113.
The latest horror to be reported was the one at Rogers Pass on the Canadian Pacific yesterday, in which 61 men were swept to their death.
The situation is acute over the northwest, as snow is still falling, heaping up huge new avalanches.

REVELSTOKE, B. C., March 5.—Sixty-one men, 24 whites and 37 Japanese, are believed to be dead tonight at Rogers Pass on the Canadian Pacific road, as the result of a terrific snowslide that swept down on two rotary snowplows engaged in clearing the tracks over the Selkirk and buried the workmen and locomotives under a great mass of snow, rocks and trees shortly after midnight. Only one body, that of Conductor R. J. Buckley, has been recovered. All the others are under tons of debris and it is not believed that any are alive.
Shelf a Protection.
With the thunderous roar, thousands of tons of snow, rocks, trees and other debris came tearing down the mountainside and completely buried a Canadian Pacific rotary snowplow and a gang of men who were clearing the tracks of a small slide which had occurred a few hours before. Owing to there being a natural shelf at the point where the accident happened, the plow was not swept into the valley thousands of feet below, but it is at present buried with its occupants, 25 white men and ten Japanese, beneath a gigantic pile of snow, which it is estimated will take at least two days to thoroughly clear up.

Wires Are Down.
The body of Conductor Buckley of the ill-fated rotary has been recovered, not having been buried so deeply as those of his fellows. Further details are unobtainable because of the prostration of all telegraph wires.
When the news of the disaster reached Revelstoke a special train was made up and 200 citizens volunteered to accompany the regular wrecking outfit to assist in the tremendous undertaking of digging the railroad men out of the debris. It can hardly be hoped that any of the victims will be rescued alive.
Rescuers to Scene.
Specials are now being rushed from Calgary, containing 200 men to start the work of digging from the eastern end of the slide.
Rogers Pass is the highest railroad point in the Selkirk range, and from either direction, east and west, steep grades have to be negotiated by the powerful mountain climbing engines.
The portion of the line immediately east of Rogers Pass is admitted by all railroad men to be about the most dangerous piece of track in the whole mountain division, and it is therefore protected by snowsheds as far as possible. The line at this point is at an altitude of about 5000 feet, and the mountains tower above the track for several more thousand feet, thus adding tremendous velocity to a mass of snow when disturbed and started on its downward course.
Warm Day and Rain.
The slide was caused by a warm day being succeeded by rain. Owing to the location of the slide, escape was impossible, although it is reported that four men are still alive.

(Continued on Page 4.)

FIVE COMPANIES ARE HERE TO BID ON THE THIRTEEN MILES OF STREET PAVING

Five different paving companies have their representatives in Medford at the present time to bid on the paving of 13 miles of the city's streets, the bids for which are to be received by the city council next Tuesday evening. The representatives have been in the city for some days and will remain until after the council takes action.
The companies who will bid are from the various cities of the coast and are: The Barber Asphalt com-

pany of San Francisco, the Rudolph S. Blome company of Tacoma, the Fairchild-Gilmore-Wilton company of Los Angeles, the Ransome-Crummey company of Oakland, Cal., and the Warren Construction company.
The city engineer's office has been busy for some time getting out statistics regarding the streets to be improved and furnishing the companies with data.
Other companies may appear to bid on the work before Tuesday.

FIRST DAY OF PORTLAND AERIAL MEET MARRED BY ACCIDENT TO AEROPLANE

PORTLAND, March 5.—Portland's first aviation meet came near terminating today with a fatal accident when Forrest C. Smithson, who holds the world's record 120-yard hurdle, essayed to fly in the Curtiss biplane owned by E. Henry Wemme. The biplane balked and Smithson lost control. The machine knocked down several people, struck a policeman from his horse. Five women were slightly injured. No serious injuries were inflicted.
Hamilton made a fast demonstration flight and beat an automobile in a test race covering three laps of the Country club racetrack.
The day was a splendid one for the meet, the temperature being mild and the sun bright.
Hamilton has abandoned his proposed attempt to encircle Mount Hood. This flight would mean that he would have to cover a distance of 120 miles and encounter unknown currents of air.