

WINNIPEG IS SHUT OFF FROM WORLD WIRE MEN QUIT

WINNIPEG, Manitoba, May 17, 2:40 p. m.—The general strike deadlock continued in Winnipeg this afternoon without special incident. Police headquarters reported only routine disturbances. It was reported that the latest move of the union forces was to call out the stockyard employes on Monday. Since the street cars stopped running Thursday automobile traffic has been heavy and it was reported this afternoon that gasoline shortage was threatened.

WINNIPEG, Man., May 17.—Telegraph operators employed by three commercial telegraph companies, brokers and the Canadian Press, limited, joined Winnipeg's general strike at noon today.

WINNIPEG, Man., May 17.—Conditions in Winnipeg brought about by the general strike of more than 30,000 union men and women, are becoming increasingly serious. Prior to the walkout at noon of press, commercial and broker telegraphers, reports were spread by union men that Winnipeg members of the three great railroad brotherhoods were discussing the advisability of joining the strike.

No announcement was made by leaders of the strikers but the report persisted at union labor halls that the strike vote would be taken today.

A message sent out to all commercial and press telegraphers in Canada by Chairman A. Robinson of the local telegraphers strike committee contained the request that no business either commercial or press, originating in or destined to Winnipeg, except death, returning soldiers or government messages, with regard to the strike situation, be transmitted. The telegraphers have offered to leave a sufficient staff in the commercial telegraph office to transmit such telegrams.

AUTO SERVICE TO NATIONAL PARKS

WASHINGTON, May 17.—Secretary Lane today announced plans for establishing an automobile line from Denver, Colo., to and thru Rocky Mountain, Yellowstone and Glacier National Parks, via Boulder, Loveland, Colorado; Cheyenne, Douglas, Casper, Thermopolis and Cody Wyoming, and Livingston, Bozeman, Boulder, Townsend, Helena and Choteau, Montana.

Secretary Lane said improved road conditions next year would make it possible to change the route so as to include several other important cities in all the states traversed and that in succeeding seasons the service probably would be extended to other national parks in the Pacific northwest, California and the southwest.

WAR DEPT. OFFICIALS TO STUDY AVIATION

WASHINGTON, May 17.—Assistant Secretary of War Benedict Crowell and a number of military and civil aviation experts will leave for Europe this month to study possibilities of developing the science of aviation along the lines of civilian usage. Secretary Baker announced today that the party would sail from New York May 24 on the transport Mount Vernon.

F. W. KELLOGG RETIRES SAN FRANCISCO CALL

SAN FRANCISCO, May 17.—F. W. Kellogg retired today as publisher of the San Francisco Call and Post and was succeeded by John Francis Neelan, former chairman of the state board of control. Mr. Kellogg announced here today. He will take a position in the management of the Los Angeles Express.

SALEM LEADS STATE IN CENTENARY DRIVE

PORTLAND, May 17.—Salem district leads the northwest in the matter of subscriptions to date to the Methodist centenary fund, according to reports received here. Sixteen churches and towns in the area have completed their allotments. These towns are: Sheridan, McMinnville, Dallas, Brooks, Ballston, Fargo, Yamhill, Oak Grove, Carlton, La Fayette, Amity, Falls City, Perrydale, Livesley and Dayton. Dayton had a quota of \$4420, yet under the leadership of Dr. W. A. Maree, \$11,876 or 257 per cent, was raised.

N-C 4 REACHES THE AZORES, OTHER 2 PLANES LOSE WAY

(Continued from page one.)

and radio stations heading the request of the navy to refrain from interfering with messages regarding the flight.

English Won't Go Today

ST. JOHNS, N. F., May 17.—Fredrick P. Ravenham and Harry G. Hawker, the British airmen planning a trans-Atlantic flight, decided at noon to abandon any attempt today to start on their journey. Weather conditions in the eastern Atlantic are described as decidedly unfavorable.

WASHINGTON, May 17.—A belated report from Trepassey Bay, received at the navy department today said the three planes started with 1630 gallons of gasoline each. The NC-4 and the NC-1 carried their full crews of six men each but the NC-3, flammable, carried only five men. Lieutenant Braxton Rhodes having been left behind. With Rhodes aboard, the message said the NC-3 would have carried an excess of 185 pounds over either of the other planes.

The successful flight was made possible, the report said, by the tireless work of the crews of the planes and the cooperation of all navy personnel at Trepassey Bay. Weather data relayed through the chain of reporting ships, it continued and upon which Commander Towers made his decisions were complete and accurate.

First Attempt 1910

PHILADELPHIA, May 17.—The first attempt to cross the Atlantic by the air route was made by Melvin Vaniman in a dirigible balloon named the America, Oct. 10, 1910. He set sail from Atlantic City. When two days out the craft encountered a storm and Vaniman and his crew were picked up on the eighteenth by the steamship Trent, 375 miles east of Norfolk.

Vaniman's second attempt in the Akron, July 1, 1912, from Atlantic City, resulted in his death and that of his four companions. At a height of more than 500 feet the big gas bag exploded.

WASHINGTON, May 17.—Coinciding with the start from Trepassey Bay, N. F., yesterday of the American navy seaplanes in an effort to make the first trans-Atlantic air passage the navy department made public an order, issued April 15, which governs the action of every air craft and naval vessel connected with the long flight and provides against almost every possible emergency which may arise during the aerial voyage. The order contains more than two thousand words and is one of the most comprehensive ever issued by the department.

When the plan for the trans-Atlantic flight was first conceived, the task of safeguarding the seaplanes and of obtaining meteorological data necessary to the venture was placed in the hands of the commander of the destroyer force. The order, which was made public today, thus was issued by Captain Harris Lansing, chief of staff, destroyers force.

Large Naval Patrol

The order provides for the stationing and subsequent movements of 60 destroyers, four battleships and a number of auxiliary naval vessels in connection with the flight. Although issued at New York a month prior to the actual start of the hazardous journey, the details of the order have been followed without the least hitch throughout the project.

The route which the seaplanes are to take to the Azores is marked by a ribbon of destroyers stationed about 50 miles apart. These vessels have been on their stations for several days and have kept the department here and the naval officials at Trepassey Bay constantly informed as to meteorological conditions along the course.

In addition to the destroyers four battleships, the Florida, Utah, Teas and Wyoming, have been stationed on the outskirts of the course to furnish further meteorological data throughout the flight.

The seaplanes are in constant communication with the naval vessels at all times. Every precaution has been taken to safeguard the flyers. In addition to the radio communication the destroyers along the route are provided with special illuminating torches, star shells and flares for use at night to mark the course and are in constant readiness to answer S. O. S. calls or other distress signals, should accident befall one of the big planes.

Vessels in Reserve

Twenty-one destroyers are stationed on Trepassey-Azores leg with four additional vessels in reserve to replace any craft which may be called upon to answer an S. O. S. signal or itself become disabled. As the seaplanes pass above a destroyer the latter obtains radio communication, ascertains the condition of the planes

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and indicates the true course to the next vessel.

During the night on station one to sixteen flares will be brilliantly illuminated to provide against the seaplanes missing a ship and thus losing the way. To guard further against this contingency the destroyers are ordered in the event of seaplanes have not been sighted at the approximate time they should arrive to make smoke clouds, show searchlights, fire star shells and notify the next ship to the westward. The next vessel in the line will make the same signals for three quarters of an hour before the planes are due to arrive.

Rocket Signals

Upon being notified that it has been sighted by planes or when a station ship sights the flyers, the vessel will immediately stop smoking or firing star shells, will take the exact course to the next station and will steam slowly on that course to indicate the proper route, and will keep in radio communication with the flying ships.

Planes forced to land on the water during darkness will indicate their position and condition by radio, rockets and flares with the following meanings: Green star—Can get off the water again, no assistance required; red star or flare—assistance required. In the event that one plane is forced to land the others will remain in the vicinity until a report of her condition is received or assistance arrives.

British Commission Lands

HALIFAX, N. S., May 17.—A British mission which will superintend the repatriation of Americans who enlisted in the British army arrives here today.

WILSON ENDORSES CAMPAIGN FOR SALVATION ARMY

PORTLAND, May 17.—From every side is heard the praise accorded to the Salvation Army for its services in the front line trenches of France. The people of Oregon are ready to respond to the call for \$250,000 to be used by this organization in its work in this state. The money will be raised under the organization of the Oregon State Elks association during eight days beginning June 22.

In connection with the work of the Salvation Army in France, a cablegram received from President Wilson at the eastern headquarters of the organization is interesting at this time.

The cablegram reads as follows: "I am very much interested to know that the Salvation Army is about to enter into a campaign for a sustaining fund. I feel that the Salvation Army needs no commendation from me. The love and gratitude it has elicited from the troops is a sufficient evidence of the work it has done, and I feel that I should not much commend it as congratulate it. Cordially and sincerely yours, "WOODROW WILSON."

Louise Anderson of San Jose after several days spent in Medford, departed Saturday for Seattle.

77TH DIVISION HAS HONOR OF GREATEST ADVANCE IN WAR

WASHINGTON, May 17.—Official records of the war department show that the 77th division made a larger advance against the enemy than any other of the American divisions in France. The New York City National Army men went forward a total of 71 1/2 kilometers. The Second (Regular) division advanced a total of 60 kilometers and the 42nd (Rainbow) division 55 kilometers.

This announcement was made today by General March, chief of staff. Fourth in the list was the First (Regular) with 51 kilometers, the 89th (Kansas, Missouri, South Dakota, Nebraska, Colorado and New Mexico and Arizona) was fifth with 48 kilometers. These five divisions with the Third (Regular) which recorded an advance of 41 kilometers, each carried the American line forward for more than five percent of the total advance made by all the forces of the United States.

TOKIO, May 17.—The construction of three fast passenger steamers to be placed on the American run has been decided upon by the Nippon Yusen Kaisha. The ships will have a speed of 20 knots and a gross tonnage of 20,000. The first of the boats probably will be built in England, the remaining two in Japan later.

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