

RED CROSS MEETS TERRIBLE HARDSHIP

Captain Reder Tells About Evacuation of Omsk.

NARROW ESCAPES COMMON

Fate of Four Americans Captured by Bolshevik Forces During Retreat Still Unknown.

After a taste of Russian revolutionary times, Hades could hold no terrors for Ross W. Reder, captain in the American Red Cross in Siberia, who is to sail from Vladivostok for home March 22. Captain Reder, who for a number of years conducted a drug store at Forest Grove, was one of the party of six Americans who recently ran into the Bolshevik forces, but with another man made his escape. Those whose fate is unknown are Captain Charrette and O. W. Lowe, both of whom have brothers living in Portland, W. H. Ford of Dallas, Texas, and Dr. Medille.

For three and a half months Mrs. Reder, who is now in Vancouver, Wash., had not heard from the captain and feared that he might be among those lost, but Thursday she received in one mail nine letters written from various points along the trans-Siberian railway, describing the evacuation of Omsk, which Reder says "Hell cannot hold a candle to."

The last of the letters was sent from Harbin and since that time a cable has come saying that the Red Cross worker will sail on the Northern Pacific. Reder is well known here, especially among Shogers, for he is a member of the Rader temple.

Evacuation of City Ordered.
One of the letters was written on Christmas day after the long journey to the coast from Omsk had begun. The captain had been in charge of the supply train out of Omsk and this had carried him to the Siberian front. His return trip began with the order to evacuate the city. A cheerless holiday was passed, as the following suggests:

"God only knows whether this letter or I will ever reach you. We are followed very closely by reds about 10 miles back and they are taking armored trains and capturing everything that they come to. We have five Red Cross cars and are attached to a Polish train. We are all ready to walk and are packed, so as to be able to leave on short notice."

Another letter on January 5 describes the town of Achinsk, where an explosion killed 1500 people whose bodies were laid out in a row for many days afterward and parts of men, women and children were blown in every direction.

"If such a thing happened in the U. S. A.," the captain remarked, "the world would know of it in a few hours, but here it amounts to nothing and no word is said about it and the news is believed only by those that saw the terrible sight."

Halfway bridges in Siberia he describes as being surrounded by barbed wire entanglements and protected by heavy log fortresses at either end. Hundreds of deserted trains were looted by the reds and often the only food, advantage and provision cars left along the line. The captain remarks that he secured Red Cross socks from Admiral Kolchak's deserted train and that the food the men had was some of that turned over a few weeks previous in Omsk to the admiral.

Train Journey Rather Slow
The train made 15 miles a day, traveling on a double track where cars were lined up all along and extended in either direction as far as the eye could reach. On the coast-bound train were Americans, Poles, Czechs, Russians, Filipinos, Swedes, Danes, Germans, Austrians, Serbians, British and French, all working side by side.

All along the route was a stream of moving humanity, people frantically driving horses while the thermometer registered 34 degrees below zero.

"One could see lines of horses for miles and along this terrible stream of moving humanity were dead and dying horses and no one to end their misery with a bullet," the letter says. "The poor animals were beaten until they were unable to go further. I never will forget the sight of a man beating a horse with a large club, not knowing that the poor brute was being hit dead on its feet. Thousands of people, too, are dying from hunger and cold all along the track."

"The city of Krasnoyarsk is located on a large river and is a very important point that the reds had taken three days before our arrival. Czechs and Poles had reached an understanding, for no fighting was done and it was the quietest thing to see the red soldiers and the others on the street at the same time. When one sees the machine gun on the streets and iron barricades at the stations, he realizes he is not in the tamed country in the world and it is a question as to just what moment and where the next outbreak will occur."

"While in Novonickolaisk we lost to cars loaded with supplies, as we were obliged to go on quickly to save our skins. We are crowded up like rats and only eat two meals a day on account of the fact that the train has a small kitchen and 150 people are aboard, six Americans and the rest Russians. I have been traveling in this car over three months."

10 miles to catch a Czech echelon. I had to leave all my baggage and clothes and only got out with my skin, films and a loaf of bread.

"Such a night! Five of our party remained with the train, Captain Charrette, O. W. Lowe, Dr. W. H. Ford, Dr. Medille and a Filipino named Bonzo. They are with the reds now. The vice-consul, Mr. Hanson, and another Red Cross man and I have hopped it for three weeks, have ridden on 14 different trains, including armored cars, machine gun trains, sanitary trains and all the rest."

"At present I am on a Red Cross train protected by the American army and will be six weeks getting to Vladivostok. We have traveled two months and averaged 12 miles a day. We left 40 cars of merchandise in



Captain R. W. Reder, Red Cross worker, who is now on his way home from Siberia.

Novonickolaisk and the Polish army pulled our five personnel cars out. Then the Poles turned yellow and gave up so we had to leave our cars. All my souvenirs were aboard and are lost.

"It is hard to write after going through the experiences I have had. Makes me feel sort of half-shot after fleeing from the reds two months. Night after night we were ordered to sleep with our clothes on, for it looked many times as though our train would be cut off and we would have to get out with shirt tails flying."

"I am very glad that I was one of the last out, for only the personnel of our train knows what really happened and how the poor devils suffered, starved and froze to death. When a man would die his clothes would be ripped from his body before he was cold. Hundreds upon hundreds died. Hell cannot hold a candle to the evacuation of Omsk and the advance of the reds. We passed over 600 echelons of Russian trains that had been deserted, robbed by the reds, burned or wrecked."

HEALTH BODY ORGANIZED

Hood River County Seventh in Oregon to Perfect Plans.

Hood River county is the seventh in the state to organize a Public Health association through the offices of the Oregon Tuberculosis association, Mrs. Saldie Orr-Dunbar, executive secretary of the association and Miss Helen Hartley, assistant state advisory nurse, spent Wednesday in Hood River and the organization was perfected at that time.

Officers elected were: President, L. R. Gibson; vice-president, Walter Kimball; secretary, Mrs. Stratford Smith; treasurer, Judge Lawrence Blowers; executive committee, Leslie Butler, C. N. Havlin, Walter Kimball, Rev. W. H. Moody, Mrs. E. H. Miller, Mrs. W. H. McClain, Mrs. F. H. Blackman, Mrs. E. O. Blanchard and Mrs. Charles H. Castner; district chairman, Pine Grove and Rose Hill, Mrs. Joseph Jarvis; Odell and Central Vale, Mrs. Allison Fletcher; Parkdale, Mrs. McIsaac; Dec. Mrs. Viola Crenshaw; Barrett and East Barrett, Mrs. Clara Belle Steele; Oak Grove, Mrs. W. F. Andrews; Frankton, Mrs. E. J. Foley; Cascade Locks, Mrs. J. H. Dunn; Wawat, Mrs. A. C. Pette.

WEEK HAS ONE FATALITY

Industrial Accident Report Shows Death of A. M. Berch, Knappa, Or.

SALEM, Or., March 20.—(Special.)—There was one fatality in Oregon due to accidents during the week ended March 18, according to a report prepared by the state industrial accident commission yesterday. The victim was A. M. Berch, brakeman, of Knappa, Or. Of the total of 351 who were subject to the provisions of the compensation act, 15 were from firms and corporations that have rejected the provisions of the law, and ten were from public utility corporations not subject to the provisions of the compensation act.

The accidents for last week, as shown in the report, show a decided decrease when compared with the report of the commission for the previous week.

RAILROAD HELD ASSURED

Nevada Tidewater Promoters Busy at Twin Falls, Idaho.

(TWIN FALLS, Idaho, March 20.—(Special.)—Representatives of the Nevada Tidewater Railroad company of Wyoming are here promoting the proposed Twin Falls-Wells railroad. They have accepted the contract drawn by the Twin Falls chamber of commerce providing for the building of the road, and in a few days business men of the town will be asked to subscribe for stock. This section will be asked to furnish \$500,000 for the building of the road, while others through which the road will pass will subscribe proportionately.

Club Chooses Publicity Man.

SALEM, Or., March 20.—(Special.)—C. E. Wilson, at one time employed as reporter on a local newspaper but for the past few months a resident of Eugene, has been chosen by the board of directors of the Salem Commercial club to assist T. E. McCroskey, secretary, during the year 1920. Considerable publicity work is planned by the club this year and the directors found it necessary to employ additional help to carry on this campaign. The commercial club also gave its endorsement to the plan of the Cherris to enter a float in one of the Rose Festival parades in Portland.

More School Bonds Required.

CENTRALIA, Wash., March 20.—(Special.)—A special school election will be held in Winlock, March 27 to vote on the issuance of \$4800 in bonds for the new Winlock school, now in process of construction. The \$4800 was voted for the school building, but the \$4800 is inadequate.



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LIGHT PLANT REOPENS

POWER FOR EASTERN OREGON MINES AGAIN ON TAP.

Resumption of Operations, Halted by Water Shortage Last Fall, Is Being Resumed.

BAKER, Or., March 20.—(Special.)—The announcement was made by J. P. Lottridge, manager of the Eastern Oregon Light & Power company, that the company is now able to furnish and maintain the power service that was cut off last fall when a diminished water supply suddenly paralyzed the mining industry by shutting off all means of supplying electrical power to mines in the Baker and Grant county districts.

Because Baker county produces 90 per cent of the gold mined in the entire state of Oregon, the revival of the mining industry is expected to create an effect upon local mining stocks.

UNION BOOSTS LOYALTY

Timber Workers to Stage Campaign to Defeat Radical Agitators.

SPOKANE, Wash., March 20.—Plans for a nation-wide "Americanization" campaign in lumber camps of the country were formulated at the closing session yesterday of the annual convention of the International Union of Timber Workers.

Because of the preponderance of men of foreign birth among timber

workers of the country, such a programme is of the utmost importance to counteract the activities of radical agitators among them, speakers declared.

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FOR a GREATER OREGON

Oregon's Colossal Water Power
—a sleeping giant, awaiting the touch of man.

OVER 20,000,000 HORSEPOWER, ONE-THIRD OF THE UNDEVELOPED WATER POWER IN THE WHOLE OF THE UNITED STATES, is running to waste in the swirling streams of Oregon and the Columbia River Basin. This hydro power awaits the day it will be harnessed by man to drive forward the wheels of industry and progress. The immensity of this great supply will be more readily understood by realizing that only 200,000 horsepower is used throughout the state of Oregon for the generation of power, and yet this amount supplies adequate electricity for manufacturing purposes, electric railways, lighting systems and for household consumption. In fact, each Oregonian is furnished three times the amount of electricity used by the average eastern resident.

OFFICIAL STATE STATISTICS compiled by John H. Lewis, former State Engineer of Oregon, assert 3,000,000 continuous and uninterrupted horsepower of the Columbia River Basin supply is within economical transmission distance of Portland, and it is the only city in the world, situated on tide water, with such a great supply of natural water power adjacent.

THE MAJOR PORTION of this great natural resource, largely the property of the people, is lying dormant and unused. Its value can only exist in the service rendered industry. Unlike timber, minerals or other exhaustible natural supplies, water power is inexhaustible. Full use of this resource under proper conditions will not diminish the supply for future generations.

WATER POWER IS ONE OF OREGON'S greatest assets, and the presence of this resource in the state, linked with her raw materials, convenient railway and water transportation facilities and mild climate will, as the population increases, make her a manufacturing center of the first magnitude and the center of a new world of commerce.

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