

HUNDREDS DEAD AND INJURED IN SAXONY FIGHTING

By George Witte
Special Cable to The Journal and The Chicago Daily News.
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Halle, Saxony, March 25.—(Via Copenhagen, Denmark, April 6.)—The turmoil of battle greeted me when I arrived here last night. From all directions I hear the sharp rattle of machine guns and the booming explosions of hand grenades and mines. The darkness of the unlighted streets was torn asunder every now and then by the glare and flashing of burning powder. Everywhere I turned I ran into the havoc of wild street fighting.

The rails on the streetcar lines had been torn up and deep holes in the streets and shattered walls attested ruthless methods in warfare.

ROOFS CONTROL SITUATION

Today, following the arrival of several thousand reichwehr troops from Magdeburg and Hanover and some desultory street fighting between them and the armed militia of the workmen's council, everything is again comparatively quiet. Now and then one hears the unmistakable sound of machine guns and hand grenades, but the information is given out that these are used only to intimidate the populace and disperse assemblages of workmen whose attitude seems to be threatening.

The morgue and undertaking establishments throughout the city are full of dead and the hospitals are unable to take care of the wounded who were the victims of the last two days of fighting. It is believed that more than 100 persons were killed and 500 wounded. Last night the whole city was enveloped in a well impenetrable darkness.

WIRE SERVICE HALTED

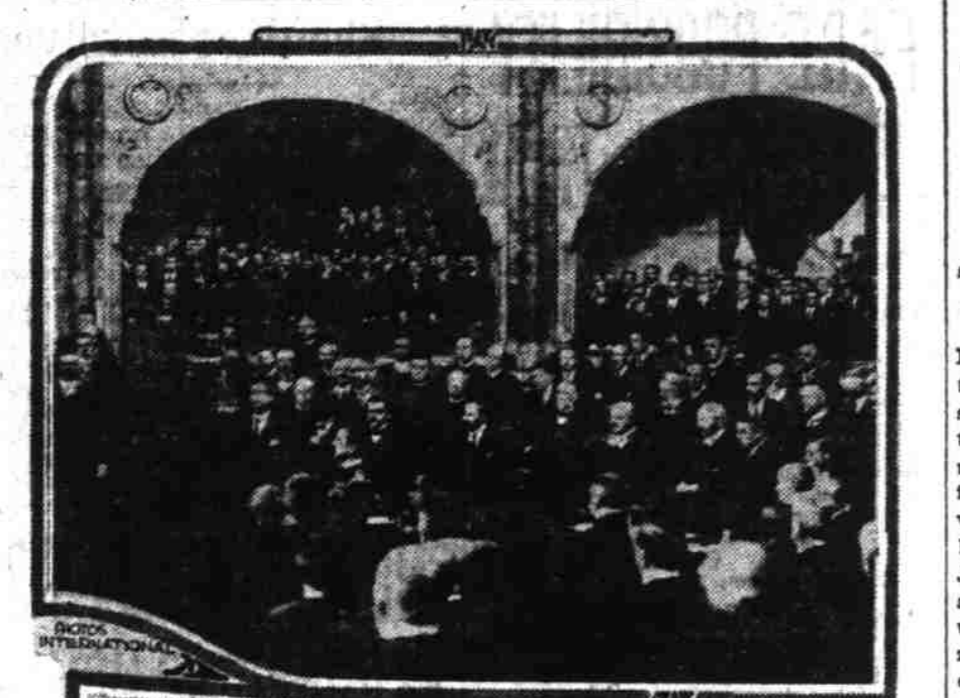
No water was to be had and telegraph and telephone connections were absolutely cut off. For that reason, telegrams are being sent from here to Berlin by courier for transmission to other points.

There is no doubt but that the reichwehr troops, with a superior number of field and machine guns, have won out in the battles with the armed workmen, but the bitterness among them is so great that a new outbreak may be expected at almost any hour.

A few plants have resumed work on a small scale but by far the larger number of the many important industries located here have been unable to get enough of their employees back to enable them to resume work.

The streetcar, gas, electric and water-works employes are still out on strike and for that reason the inhabitants are extremely discontented with the administration.

ONE REGENT; THE OTHER KING



Top—Photo shows Admiral von Horthy taking oath as regent before the Hungarian parliament assembled in the Diet at Budapest. The admiral is seen in left center with hand upraised taking the oath. Bottom—Photo shows Emir Faisal, son of the king of Hedjaz, inspecting guard of honor at Aleppo shortly after being crowned king of Syria and the countries of Palestine and part of Mesopotamia. Left to right—Kaimil Pasha, A. D. C. to king of Hedjaz (wearing fez); Major General Sir H. MacAndrew; King Faisal of Syria; and Gaffar Pasha, military governor of Aleppo. Recent reports from the East state that Faisal has ordered French troops in Syria to quit Syria. Arab chiefs in Palestine have ordered that the British quit the territory within a few days.

Wherever one turns one finds barbed wire fences and barricades built from furniture and beer barrels blockading the streets. These defenses are now manned with reichwehr soldiers armed with machine guns and ready for the new outbreak which the authorities fear. Many of the men are sleeping fully

COOPERATION OF ALL WORKERS IS SOVIET'S GUIDE

By Michael Farman
Special Cable to The Journal and The Chicago Daily News.
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Moscow, March 16.—(Via Riga, Livonia, April 6.)—Many things astonish the observer in Soviet Russia but the most amazing fact is that people accept as natural and normal things which if introduced in Western Europe or America would agitate public opinion greatly. For instance, the decree of January 27 uniting all the cooperative societies into one All-Russian union and making all Russian citizens practically members of the cooperative, was accepted by the people without astonishment.

In introducing the decree in the central executive committee Lenin said: "We desire to create a cooperative of all workers, and not cooperatives of small proprietors clamoring for free, unrestricted trade, which is nothing but freedom for profiteering for the few and poverty for the rest. Russia will become a united all-Russian cooperative of all workers. That is our time."

I have just had a long talk with Andrew Leshava, president of the Central Union of Cooperatives.

"Yes," he said, "Russia is now one big cooperative union. Every citizen is a cooperative. Soviet Russia can justly be called cooperative Russia. The mutual relations between the soviet government and the cooperatives have undergone great changes in the last two years. At first there was a natural rivalry between the cooperatives, which found their activities on unrestricted trade, and the government, which endeavored to monopolize trade and distribution."

STATE ECONOMY AIDED

"However, the cooperatives have gradually been drawn into the frame of mind of the revolution and have given a most important function in state economy—namely, a share in the distribution of commodities. To the government's own organ for distributing the food commissariat is reserved exclusively the provision and storage of all monopolized staple commodities, such as grain, meat, fish, tea, sugar, tobacco and fodder, leaving to the cooperatives the provision and storage of the rest of the commodities not monopolized but controlled by the government."

It is noteworthy that monopolized commodities must be delivered to the state by the producers for seed and fodder. Non-monopolized commodities may be sold and distributed by the producer. Non-monopolized food is stored exclusively by the cooperatives.

As a rule, the cooperatives do not pay the producers. Instead, they are supposed to exchange manufactured commodities for produce. The greatest difficulty so far has been the lack of manufactured goods and the willingness of the peasants to part with their products for food.

SPIRIT OF TRUST IS SHOWN

"That difficulty has now been overcome," said M. Leshava. "Propaganda by the government and cooperatives has succeeded in imbuing the peasants with the spirit of solidarity and trust in the new state. This year their delivery of monopolized articles as well as food was excellent, and now the food commissariat and the cooperatives possess sufficient stores to satisfy all the needs of the cities. The only difficulty at present is the breakdown of the transportation system."

The president of the cooperatives then spoke long and bitterly about the effects of the allied blockade of food distribution. The occupation of Baku and the prohibition by the British of oil shipments to Russia had stopped many factories and prevented the use of the big fleet of craft on the Volga for bringing fish from Astrakhan to the starving Russian cities.

NEW FOOD CONTROLLER OF GREAT BRITAIN



C. A. McCurdy, noted food and transportation expert, who has been appointed food controller of Great Britain. Mr. McCurdy faces a most difficult and important task in these days of reconstruction.

Revolution Changes Prices in Germany

Berlin, Germany, April 5.—One result of the revolution is a marked change in the attitude of the shopkeepers toward the "auslanders" or foreigners. Previous to March 13, from 25 to 200 per cent was added to the prices plainly marked on goods. Today at three different shops I bought goods at the marked price and no mention was made of the "auslander" tax. I was also treated with great consideration.

RUSSIA ABANDONS SOVIET SYSTEM, REPORT IN LONDON

By Edward Price Bell
Special Cable to The Journal and The Chicago Daily News.
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London, April 6.—Authentic advices received by the British government show that Russia is systematically abolishing the soviet system. Workers' soviets in the industries are no more, declare these advices. They have been officially dissolved. Formerly each factory elected delegates for the district. These soviets elected delegates to the central soviet from which was formed the all-Russian congress of soviets, which in turn elected commissars who formed the government.

Now works or plant dictators have been appointed with direct responsibility to the commissars. The latter are exercising themselves to the utmost to increase production, especially in the munitions factories. At the present moment the following large industrial concerns have been set in motion in Moscow and Petrograd: The French Gougon Munition & Tool works, employing 5000 hands; the French Jacquan Steel works, 500 hands; the Hubner Luce mills with munitions adjunct, 1000 hands; Zindel's factory, once engaged in the manufacture of articles of peace but now making munitions, 3000 hands; the Dax Motor works, making airplanes, and the Simson works, making agricultural machinery, 600 hands each; the Harvester company, making agricultural machinery, 2000 hands. Other works employing 12,000 hands are also in operation.

The observer who reported the foregoing facts and whose opportunities for ascertaining the truth could not have been better, says that the industrial outlook in Russia improves exactly in proportion to the substitution of the soviet methods of the methods of the

great industrial and commercial nations of the world. He reports that Russia, though cultivating only 30 per cent of her former area, has a large quantity of grain for export. He asserts that pressed by necessities from every side the people have turned from slaughtering and persecuting their enemies to feverish efforts to improve the transport conditions as the foundation of an economic revival.

"The Reval-Moscow line," he says, "is under construction. Locomotives and machinery in adequate quantities would work wonders in Russia, almost overnight. Ukraine's black earth and consequently the province's granaries, are at the disposal of the Russian authorities. Very soon other raw materials such as timber, hides and leather from the north will be obtainable in Russia owing to the gradual abolishment of the transport chaos. What fascinates the foreign onlooker particularly here is the visible assertion as the days pass of natural human gifts, qualities and necessities over visionary political and social abstractions."

British Ships Take Troops to Turkey

Malta, April 6.—(L. N. S.)—The British transports, Workman and Tzar left for Constantinople today carrying troops.

Winnipeg Is Preferred

London, April 6.—(L. N. S.)—John Saunders and James Stanley, sentenced to 18 months and one year respectively for bigamy, jointly petitioned the court to have the sentence changed to strokes with the catch-nuisance clause. Justice Darling refused to oblige the prisoners, expressing an intimation that he'd like to, but the law didn't permit it.

Quadruplets Born

Paris, April 6.—(L. N. S.)—Out of the most remarkable cases ever called to the attention of the French Academy of

Medicine has just been presented by Professor Phard. A Madame Debrueil, living in Vendee, who had previously brought into the world six children, gave birth to quadruplets, two boys and two girls, all in perfect health. Statistics gathered by the academy show that quadruplets are born only one time out of every 1,500,000.

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For a Greater Oregon

THE PORT OF PORTLAND'S MODERN FACILITIES

THE HARBOR OF PORTLAND POSSESSES TWENTY-SIX DOCKS (exclusive of industrial and river steamer wharfs) with a berthing space of 19,385 feet and a storage capacity of 332,000 tons for general freight, 25,000,000 gallons of fuel oil and millions of feet of lumber. Its docks are equipped with modern facilities that assure prompt dispatch, and have sufficient railway trackage connections to expedite the further distribution of ships' cargo.

ANTICIPATING THE GROWTH OF FOREIGN COMMERCE, and realizing the inadequacy of private docks to properly handle future shipments through this port, the City of Portland issued bonds for \$2,500,000.00 to be used for port construction and improvements. Four modern terminals costing in excess of \$7,000,000.00 have been built and are now operated by the municipality through its Commission of Public Docks. All municipal terminals are completely equipped with modern freight handling machinery and up-to-date fireproof storage. Following is a summary of their capacity:

MUNICIPAL TERMINAL NO. 1, located at the foot of 15th street, offers berthing space for one 500-foot vessel and two 450-foot vessels, has storage capacity of 20,500 tons of general freight and trackage accommodations for seventy railway cars.

TERMINAL NO. 2, formerly called East Washington Street Terminal, has frontage of 526 feet, capacity for 9000 tons general freight and trackage allowing the placement of twenty cars.

TERMINAL NO. 3, at the foot of Pittsburg street, has 640 feet berthing space, 5000 tons general cargo capacity and trackage for twenty-seven cars.

TERMINAL NO. 4, at St. Johns, soon to be the largest water depot on the Pacific coast, today offers 3000 feet berthing space with a general cargo capacity of 25,000 tons and storage for 10,000,000 feet of lumber. When completed this terminal will be equipped to handle fourteen large vessels at one time. The existing six miles of trackage will be increased to sixteen miles, and will thus offer a rail-and-water combination of flexibility and expansive possibilities, where all operations can be performed with economy and dispatch.

OTHER HARBOR FACILITIES NOW OFFERED by the port include a 1,000,000-bushel grain elevator, great steel tanks for bulk storage of vegetable oil, a port drydock accommodating vessels up to 10,000 tons, extensive facilities for shipbuilding and repairing, a floating machine shop and ample facilities for coaling vessels during discharge or loading cargo.

THESE PUBLIC DOCKS AND FACILITIES, coupled with Portland's year-round favorable weather conditions, assure prompt dispatch for all carriers making this port. This speedy dispatch will win world-wide recognition for the Port of Portland, and thus a great shipping industry will be created which will open numerous new trade channels to the whole state of Oregon.

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