

SENDING BIG ARMY TO SIBERIA DANGEROUS

En Route to Omsk, Siberia, Dec. 31.—(Correspondence of the Associated Press)—People have talked lightly of sending an army of half a million men or more to western Siberia to battle with Bolshevism or for any other reason connected with this stupendous Russian problem. The Japanese learned by bitter experience in the war with Russia of the difficulties of a Siberian campaign and would ponder long before dispatching a mighty army to the far Ural mountains. The correspondent of the Associated Press, as a passenger on a special British military train bound for Omsk, the seat of the All-Russian government, is having a close opportunity to study the difficulties of transporting a great army.

We have on board a company of splendid British troops recently arrived from India—men of the famous Hampshire regiment—the territorial or militia of England who offered to go to India to replace the regulars and who served there for two years. Now the fortunes of war find them riding across the barren lands of Manchuria on their way to the heart of the Siberian steppes where the temperature is 40 degrees below zero. Anxious as they are to return to their homes in England they fulfill this new task gladly and light-heartedly. They are travelling in plain, rude box cars, grouped about stoves with all the discomforts that a journey of two or three weeks and perhaps, more involves.

For the officers commanding the contingent, there is a third class Russian sleeping car with bare wooden shelves to hold their sleeping bags and blankets. In another British military train which precedes us there is no sleeping car and the officers are camping with their men in the box cars. We are fortunate in one respect. Lack of Russian equipment and facilities for cooking oblige the officers to eat the same rations as the men which, if plain, is wholesome and nourishing.

Lack of railroad cars is the most striking feature of life in Siberia today. There is deplorable disorganization. There is urgent need of central management and people who have the welfare of Siberia at heart earnestly hope that John F. Stevens, the American railroad expert, who is now here, will be given a chance to bring order from chaos.

It was a picturesque spectacle as the train stopped at stations on the way from Vladivostok to Harbin. Tall Russians, Chinese and Koreans in bulky, tattered, filthy garments swarmed around the train offering doubtful-looking eatables for sale. Hungry, long-haired dogs, wolfish in appearance, prowled about the cars, snapping and growling, gulping down anything that will stay death. In a band in a lonely area they would be formidable to any man. The weather was keen and cold, the wind biting. Long delays occurred at almost every station. Many freight cars were seen but few in movement. Disorganization reigned master.

The two lessons taught early in the journey were, first, the great material obstacles to be encountered in sending a big army into Siberia and the imperative need of central management of the Siberian railroads. The comfort and perhaps the lives of the people of Russia depend upon a prompt central control of the railroads.

The Supreme Test.

To retain our faith in our ideals when broken and trodden beneath men's feet in the dust, to know how to lay aside our inward sadness, to dismiss our enervating doubts and struggle on, to continue our march, sustained only by the thought of duty and an unyielding will, to make the most of life as it is given us—that is the supreme test of all great souls. That is the real victory of faith that overcometh the world.—Elwood Worcester.

Windmill Electricity.

Windmills are used to generate electricity in the Netherlands, where waterpower is scanty. The wind acting through the windmill drives the generator, producing the electricity, which is then stored in a storage battery and used for various purposes.

SOLDIER LETTERS

(Continued from page 2.)

derstand that there seems to be much better living conditions there than had been expected, especially in the matter of meat and vegetables. The German towns are said to be cleaner than the French towns and the fields better cultivated. Of course that is due to the war never really reaching Germany, and to their natural thrift. It makes me feel like we really had been fooled in our attempt to punish Germany when I think of these things, and I sincerely hope President Wilson can see the French battle zone and then Germany before he does anything at the peace conference. If he does I don't think there will be any of the feared sympathy that some people think he will show.

My last letter from home was father's, November 9th, in which the false news of the armistice was celebrated. However, you didn't have long to wait for the real thing did you? I'll bet the old U. S. A. celebrated. Well, love to all, from, DANA.

PVT. Ist CL. C. D. Ament, Acs. Eng. Sect., A. P. O. 714, A. E. F. France

In a card written on the 31st of December, Ament says:

"Am on my way to rejoin the Co. At present am in Toul, but will get out this morning some time. We are having lots of fun on the way. After being in the school for three months this little liberty is sure appreciated. May get off home next month, but nothing sure. Love to all, DANA.

Wallace Coutant Has New Year's Feast

Bolnville, France, January 5, 1919

Dear Folks:

Have received several papers and a Bulletin from Mount Pleasant was a memorial for Miss Sloan.

Am still with the "shines" and in our little detachment are four nationalities: Norwegian, English, German and French, the two former, being born in their respective coun-

tries. It's a happy little quartette with an occasional set-to now and then to add spice to the situation.

Last Saturday we went up to where the company is billeted and had dinner, then hiked back 9 kilometers. In the evening the coons brought the piano up to the officers quarters and put on a minstrel show which was fine. There was one little shine who had been at one time jockey on the big race circuit, and he gave a couple of monologues of how a fellow had caused him to be thrown from his horse and how he got it back on him. After the show was over he stayed and told us of some of his other experiences on the track. Sure was interesting.

New Year's Day A Company had a reunion dinner with a menu like this: Turkey with dressing, mashed potatoes with gravy, praline pudding, salad, peach pie, oranges, grapes and nuts. In the evening in our camp the coons of another company put on another minstrel show and their talent was better than that of the outfit we are with. So you see we are enjoying France as much as possible.

It rains every day, and night at some time, hardly 12 hours passing without some rainfall. And at times it rains hard too. It makes it hard to do the roads any good and most of the time by working on them we are just wasting time.

Have your letters of November 25. I have written several times since November 11th and you should have received them long ago. Gil says he will come with me and help on that Thanksgiving dinner.

I suppose Dad is not looking for the 23d Engineers to come home soon. Neither am I, but rumors are running wild about this section. The latest one is that we will be on the boat January 23th. I can't believe that we will be starting home for several months, if we finish up the work which is laid out for us, because it is impossible to do the work while the weather is so cold and wet.

Ran across a fellow who had a Coutant in his company, so I have written him to find out who he is. Gave him your address so you may hear from him too.

Your loving son, WALLACE.

Ben W. Coutant, Co. A 23d Engineers, American Expeditionary Forces.

Roy Mason Back in New York New York, Jan. 28, 1919.

Dear Mother: Well, we are back at last, and believe me, we had some trip; lots of bad weather; but we had a good ship so came out on top.

We went to Archangel, Russia, and was there twenty-eight days, unloading. From there we went to Glasgow, Scotland, and then back here. It took fifty-four days from Archangel. I did not like Russia at all, but Scotland sure is some place. There are more pretty girls there than any other place I was ever in. All of them sure love the U. S. boys; not only the girls, but all the people there. I think I will go there to live when I get out of the service.

I sure have seen a lot of this old world, but I doubt if I am as happy as some that have not seen so much. You know the more you see the more you want to see, and after you get to going once, there is no place you like to stay. You just want to keep moving, never contented any where. So I don't think it is a happy life, and sure am getting tired of it.

I don't know if I will have to make another trip or not, but I hope not. The war is over and I don't want to stay any longer than I have to in the service.

The ship I was on has been turned back and I am now doing shore duty. May get sent out any time. I ask them to let me out, but nothing doing for a while yet. We are having fine weather here, no snow at all.

New York is sure some town. I have not seen quite all of it yet, but if they keep me here long enough I will. I have a room in Brooklyn. I have to report at nine in the morning and stay until five, so I guess I can stand it a while yet.

Lots of love to you from your boy, L. L. MASON, Naval Auxiliary Reserve, New York City, 30 and Whitehall Sts. Mr. Mason is the son of Mrs. H. M. Parham.

Our Americans can now certainly be called seasoned troops. Their fighting showed no lack of pepper.

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There are Stores in This City so good that they could use twice as much Advertising Space as they now use—and make it pay!

The better the store the better the advertising pays. Your own observations in the store-world will confirm this truth.

Publicity is bad only for a bad proposition. It is just as surely good for a good one.

What is a "good store?" One that really serves the public, protecting its patrons as to values, not merely as to prices.

There are many stores in this city answering to that definition completely. In every city there are always some stores that do not.

An important phase of a good store's service to its patrons is its newspaper advertising. This should be complete, frank, informing. It should tell the store news as fully as a good newspaper tells the news of the day.

Perhaps the best possible new policy for the good stores of this city to adopt would be that of doubling the advertising space that they use—thus giving them "elbow room;" giving them bigger opportunities for telling their patrons, in detail, about every selling event, about every bargain offering, about every dollar's worth of new stocks. Of course, even half enough advertising pay the really good store; but adequate advertising would pay much better.

CHICHESTER'S PILLS

THE DIAMOND BRAND

Relief in 10 minutes

Chichester's Diamond Brand Pills in Red and Gold wrapper. Boxes, sealed with Blue Ribbon. Take no other. Buy only the Diamond Brand Pills. Sold by Druggists Everywhere.



The California and Oregon Coast Railroad Company

TIME CARD

Effective Nov. 19, 1918.

Trains will run Tuesday, Thursday and Saturday

Leave Grants Pass.....1 P. M

Arrive Waters Creek.....2 P. M

Leave Waters Creek.....3 P. M

Arrive Grants Pass.....4 P. M

For information regarding freight and passenger rates call at the office of the company, Lundburg building or telephone 131.