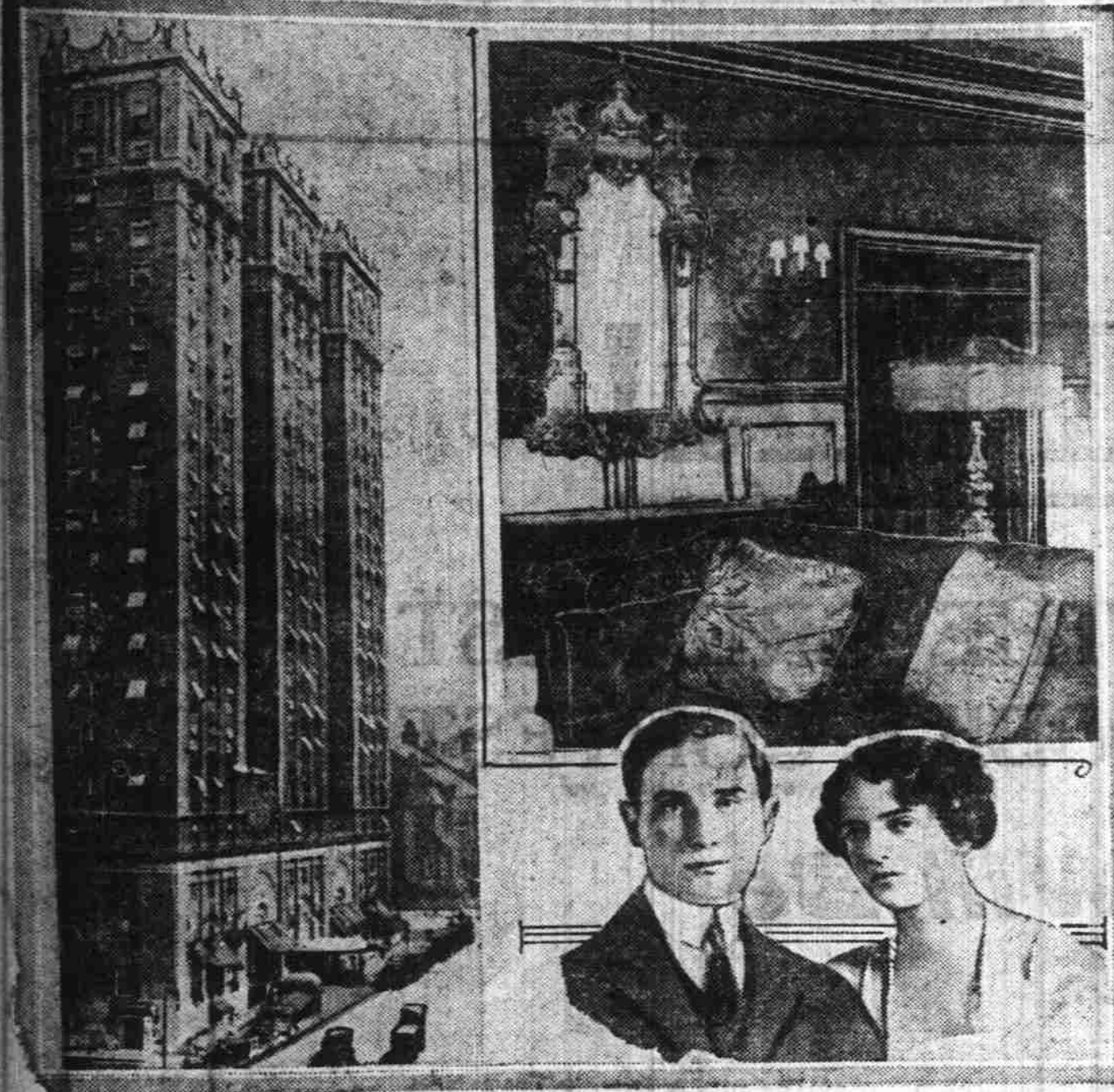


Russian Prince Visits America



Prince and Princess Felix Youssouff in their suits at the Vanderbilt Hotel. The Prince arrived on the ... most interesting characters of Russia's recent troubled history. The Monk Gregory Rasputin, who exercised ... of the Czar.

LETTER FROM JAPAN

(Continued from page 4.)

... tore out walls, broke beams and brought down floors and ceilings. Two birds of the ceiling and floor above the dining room came down bringing the contents of the bedroom above, bed, stove, dresser, washstand, etc. The rooms were packed with brick and plaster. Men were secured to clean out the debris, salvage what they could, etc. Much of our goods being still in boxes and trunks was saved. Many dishes were smashed and some clothing lost under the brick heap. The piano happened to be on the opposite side of the house from where the chimneys fell and received only a few scratches and a load of dust. At 37 Bluff, Miss Baucus and

Miss Dickinson were staying in a little shed near the ruins of their once elegant home. At the time of the quake, Miss Dickinson was caught under the lumber and stayed there five hours. The story of these two ladies is unique. You have possibly heard it or will hear it. A plot of green sod surrounded by trees near their grounds was our bed room. The first night Mr. Heckelman and I sat up and talked. We could not sleep because of the weird noises, terrible odors, frequent quakes and thoughts of what we had passed through that day. The next night I slept there alone. Large fissures or breaks were all around the plot of sod and it shook like a jelly fish when a quake came which was, on the

average, about every hour. A few times I heard a building or the remains of a building fall. I left for Tokyo at about five p. m. When in the thick of Tokyo, I asked a soldier the way to Aoyama Gakuin, and getting on his bicycle, he led the way for about two miles just to guide me. I reached the compound at eleven o'clock that night soaked and muddy. The Heckelman home furnished shelter for the night. The next morning I went to the American embassy headquarters in the Imperial hotel. There we secured an auto and drove sixteen miles to Omiya to meet Bishop Welch, who was coming from Karuzawa to Tokyo. We left the embassy at about 11:30 a. m. and drove through

some of the devastated section of Tokyo—the great city of the orient where 77,431 were known to have perished and some 43,000 were then unaccounted for. In one place in the Honjo section, where the people had fled for safety and were completely surrounded by flames so that no escape was possible, 33,000 perished together. No words can describe this sight. 10,000 bodies were cremated in one single pile a few days before I was there. Those of our men who had been through the World war confessed that no experience on the worst battle field could compare; there they were able to take care of the dead and wounded with some dispatch and did not need to dig them out of such terrible wreckage.

You can perhaps imagine how trains, street cars, telephones, mail systems, etc., were entirely broken up and how difficult it was to accomplish anything that called for these conveniences. The crudest kind of human engineering was about all we could depend upon.

I will not go through the long details of this trip. It might be of interest to say, however, that the heaviest subsequent quake came one midnight while sleeping in the Bishop house at Yokohama. Getting up from the bed I stood in what I thought was a doorway; when my elbow knocked over some dishes, I found that I was in the opening of a cupboard. Need I say that the response from abroad in this time of great need will do much in welding the peoples of the earth together in Christian unity? Christian workers the world over can help to bring from the ruins of this terrible disaster the pearls of lasting quality. By your prayers and your help the Japan of tomorrow will be even better than the Japan of pre-earthquake times.

FLORIDA ROUTES INSPECTED BY AAA

Trip From Northeast Can Be Made Over a Dozen Combinations of Routes

A motor trip to Florida or to any point in the Southland is no longer a hazardous adventure or task to be accomplished at the expense of great inconveniences or unusual repair bills to the motorist. This conclusion was reached by the Touring and Transportation Bureau of the American Automobile Association following the completion of an inspection of the most feasible routes between Washington and Florida points by the official mapping car No. 3 in charge of A. G. Sailer, manager of the Touring Bureau at National headquarters, accompanied by R. W. Cullen, chief cartographer of the Washington map division. The inspection trip of the routes to Florida which is the second one made by official cars of the A. A. A., this season, was completed Nov. 17.

A dozen combinations of routes leading from the northeastern section of the United States to Florida were uncovered by the A. A. A. scouts. There are detours on all routes, the majority of which, however, are kept in good condition. The minimum on any one combination is seven. To the motorist who wants the maximum mileage of good road, regardless of the distance traveled in reaching Florida routes can be offered him which will insure a fairly comfortable journey. To the motorist who is in a hurry shorter routings between high points which are generally travelable are offered.

Several combinations of the longer and better routings are given. From Washington to Petersburg, Va., via Richmond there is no contest.

The longest route to Jacksonville and one which gives a connection to central Florida and west points from Petersburg, Va., is via Clarksville, Va. Oxford, Durham, Greensboro, Charlotte, N. C., Camden, Columbia S. C., Augusta, Macon, Tifton and Valdosta, Ga., to Lake City, Florida.

Motorists using this route are advised to go from Charlotte to Camden, S. C., in preference to continuing along the main highway through Spartanburg, and Greenville, S. C., and Athens, Ga., to Macon on account of new construction south of Hartwell, Ga., bridge. A few months from now conditions may be entirely changed. At present the safe new grade would offer serious difficulties in wet weather.

A variation of this routing between Petersburg, Va., and Camden, S. C., which would be just as good in dry weather is via Skelton or South Hill, Va., Henderson, Raleigh, Southern Pines, N. C., and Cheraw, S. C. A bridge is out south of Cheraw. In a few weeks this routing may be as good in every particular as the one via Greensboro and Charlotte.

To motorists whose destination is Jacksonville and East Coast points the short cut between Macon and Jacksonville via Perry, Hawkinsville and Waycross, Ga., is generally good. Construction north of Callahan, Fla., necessitates a detour which will be eliminated shortly. The continuous stretch of concrete from Lake City to Jacksonville is a major improvement and new grades

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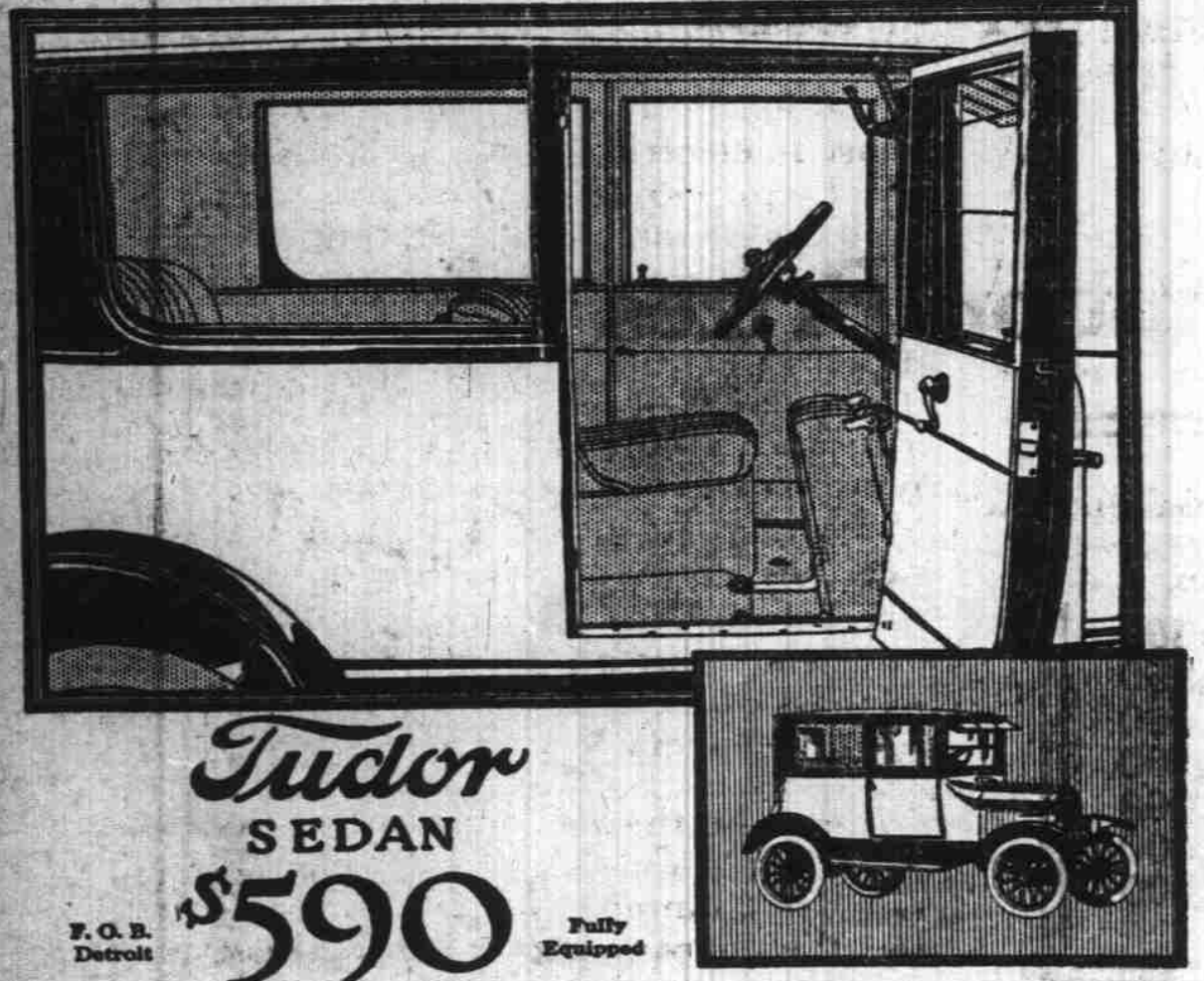
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GERMANS LEAVING THE FATHERLAND

HAMBURG, Nov. 21. — (By Mail.)—Passenger traffic between German ports and America continues so good that the de luxe steamers Resolute and Reliance are being continued in the service. The demand for cabin accommo-

TAXES PAID WITH BUTTER

German emigration has not been as great in 30 years as it was in the first half of 1923. Cheap passages are in especial demand. Classified Ads bring quick returns—Everyone reads them—Their cost is nominal. Just Phone your wants to 23.

DANNENBERG, Germany, Dec. 7.—(By Mail.)—Every dog in this village must pay the equivalent of the value of one-fourth of a pound of butter in tax for the current quarter. Tax rates will be charged from quarter to quarter as butter fluctuates in gold value.

A DELEGATION FOR THE YOUNGEST REPUB



A republic a month old receives a delegation from Red Russia. Bolshevik mission to Angora is shown in the gardens of its headquarters in the capital of the Turkish republic. Photo depicts H. British center, head of the delegation, and his military aid, in full Soviet regalia.