

PEASANTS ASK OLD RELIGIONS

Chinese Masses Resist Any Changes Attempted in Present Worship

By MORRIS J. HARRIS (Associated Press Correspondent) SHANGHAI (AP)—China's Nationalist government is encountering more difficulty than it bargained for in enforcing reforms calculated to abolish certain ancient customs which it considers drags on the modernization movement. In the cities, except for sporadic instances, people are giving up old superstitions, women are bobbing their hair, unwrapping the handkerchiefs from their necks and discarding the old tight-fitting styles of dress.

In Canton the "Society for the Changing of Old Customs" is making headway, particularly in a campaign against the yearly custom of having married women pay expensive homage with food, ornaments and dress to seven fairies for seven full days. The authorities there have warned shopkeepers not to stock up for this festival next year.

But the peasant population, unable to understand why they should discard habits and religious practices that were good enough for their forefathers since time immemorial, are taking things into their own hands in many instances, much to the sorrow of the police.

One of the latest country revolts occurred a few weeks ago in a Shanghai suburb known as Yang Hang, a small town in the agricultural section of Paochow district. The district, separated from an order by the Nationalist government that all temples and idols in the district should be destroyed.

The order was carried out by the police until they arrived at the temple "An T'ai Shih" a place of worship used by Yang Hangites for centuries. It happened, too, that the police arrived just as the populace was celebrating the repair of the temple and the installation of several new idols. Money for this had been furnished by a wealthy woman of Canton.

When the police reached the scene, they marched into the temple, seized the idols, both new and old, and arrested those responsible for repairing the place. Before the peasants fully comprehended what had happened, the temple officials and the idols were locked up in the police station.

Bedlam followed. A general alarm was sent out to the surrounding countryside that the temple had been looted and hundreds of farmers joined the villagers. There was a hurried conference, then the mob moved on the police station, broke open the cells, released the temple officials, and retrieved their precious idols. After the idols had been put back in the temple, the mob tried to storm the residence of the town's leading citizen, an official who owed his place to the Nationalist government, the Kuomintang. Help had to come from neighboring villages before the police could disperse the mob and save the official from violence.

Aside from religious observances, there are other old customs to which the Chinese are clinging despite official edicts from Nanking. The ancient lunar calendar is still in use, although ordered abolished in favor of the western calendar several months ago. Many vernacular newspapers still use the old calendar and in Canton the customs changing society has started a campaign against such publications.

Nevertheless scarcely a week passes without some fresh evidence of the awakening of the ancient land of the lotus. This is especially noticeable, of course, in the ports and railroad centers where western civilization has made its greatest inroads. For example, in Canton the sign "Specialists in Women's Hair Cuts" has become so common that one of the largest establishments tried to vary it and put out a new sign board which proclaimed in letters two feet high:

"Mere Females' Hair Dressing Parlor."

DUBLIN (AP)—Trinity College had many visitors this summer. Most of them asked to see the Book of Kells and the harp of Brian Boru, although many expressed doubt that the latter really belonged to the king of nine centuries ago.

PORT - OR - SPAIN, Trinidad (AP)—More than 11,000 bicycles were registered here this year at police stations. The license fee is about 50 cents. Jamaica has about 6,000 bikes and Bermuda about 5,000.

New Dodge Model Announced



Featuring unusual beauty and unique construction advantages, this full sized five passenger sedan has been added to the Dodge Brothers Six line. It is introduced to fill the demand for a family car having the mechanical advantages of Dodge Brothers design at a new low price. Comfort for every passenger has been insured with every provision for maximum room.

How's The Road?

Answers Framed in Weekly Report From Oregon State Highway Commission

Weekly report on condition of Oregon State highways by state highway commission.

Pacific Highway
Portland - Oswego - Oregon City - Salem - Albany - Harrisburg - Junction City - Eugene - Cottage Grove - Roseburg - Grants Pass - Medford - Ashland - California State Line: paved.
West Side Pacific Highway
Portland - Newberg - McMinnville - Corvallis - Junction City - Eugene: Paved.
Columbia River Highway
Astoria - Rainier - St. Helens - Portland: Paved. Portland - Hood River - The Dalles: Paved. Portland - Astoria - Arlington - Umatilla: Oiled macadam.

Old Oregon Trail
Umatilla - Pendleton - La Grande - Baker - Huntington - Ontario: Oiled macadam.
Roosevelt Coast Highway
Clatsop, Tillamook and Lincoln counties: Paved.
Astoria-SeaSide: Paved.
Seaside-Mohler-Brighton - Lake Lytle-Rockaway-Garibaldi-Bay City-Wilson River: Oiled macadam.
Wilson River-Tillamook - Bear: Part paved, part oiled macadam.

Beaver-Hebo-Neskowin - Devils Lake-Siletz River - Otter Rock- Newport: Part macadam; part oiled macadam.
Roosevelt Coast Highway
Douglas, Coos and Curry counties.
Reedsport - Lakeside - North bend: Macadam. Free ferry across Coos Bay, 7 a. m. to 11 p. m. Road from Drain to Reedsport open and in fair condition. North Bend - Marshfield-Coquille: Paved.

Coquille - Bandon - Port Orford-Gold Beach-Rookings - California State line: Part oiled macadam; part macadam. Free ferry across Rogue river at Gold Beach, 7 a. m. to 11 p. m.
Coos Bay-Roseburg Highway
Junction Pacific highway-Myrtille Point-Coquille: part oiled macadam, balance macadam. Surfacing operations under way between Endicott creek and Mystic creek.

Green Springs Highway
Junction Pacific highway-Keno-Klamath Falls: Macadam. Construction operations between Keene creek and Jenny creek.
Siuslaw Highway
Junction Pacific highway - Cheshire - Goldson - Blachly - Rainier - Mapleton: Macadam. Mapleton - Florence: Dirt road. Impassable in wet weather.

Corvallis-Newport Highway
Corvallis - Philomath - Eddyville - Newport: Oiled macadam.
Tualatin Valley Highway
Portland - Hillsboro - Forest Grove - Carlton - McMinnville: Paved.
Mt. Hood Highway
Portland - Government Camp - Hood River: Paved to Multnomah County line, balance oiled macadam.

The Dalles-California Highway
The Dalles - Dufur - Maupin - Wasco county line - Madras - Redmond - Bend - Lapine - Crescent - Fort Klamath - Klamath Falls: Oiled macadam.
Klamath Falls - Merrill - California state line: Oiled macadam. Lakeview Junction to Merrill: balance macadam. Detour for through traffic: good condition.

Oregon-Washington Highway
Pendleton - Washington state line: Paved. Pendleton - Pilot Rock - Heppner - Ione - Heppner Junction: Part oiled macadam; balance macadam.
McMinnville-Tillamook Highway
McMinnville - Sheridan: Paved. Sheridan - Willamina - Grande Ronde - Hebo: Oiled macadam.
Klamath Falls-Lakeview Highway
Klamath Falls - Bonanza: Macadam.

Bonanza - Lorenz Mill: Newly graded market road. In rough condition.
Lorenz Mill - Beatty-Lakeview: Macadam.
Fremont Highway
Bend - Lapine: Oiled macadam.
Lapine - Silver Lake - Summer Lake: Dirt road.
Summer Lake-Paisley: Nine miles macadam; 18 miles fair dirt road.
Paisley-Lakeview: Macadam.
Lakeview - New Pine creek - California state line: Partly macadamized, balance fair dirt road.
Central Oregon Highway
Bend - Burns: First 12 miles under construction, traffic detoured over old Bend - Burns road, fair condition; 127 miles fair dirt road.
Burns-Crane: Macadam. Burns-Vale via Drewsey: Earth road, rough.
Sherman Highway
Biggs - Wasco - Grass Valley - Kent: Oiled macadam; Shaniko Junction-The Dalles-California highway: Macadam.

John Day Highway
Arlington - Condon - Fossil - oiled macadam; Fossil-Spray, Dayville-Mt. Vernon-John Day-Prairie City-Austin-Unity-Ironside-Cow Valley-Brogan-Jamieson-Vale-Ontario: Macadam.
Ochoco Highway
Redmond - Prineville - Mitchell: Macadam.
Mitchell - Antone - Dayville: Dirt road, fair condition.
Crater Lake Highway
Medford - Trail - Prospect - Union creek-Fort Klamath Junction: Oiled macadam.
Wallowa Lake Highway
La Grande-Island City: Paved. Island City-Egin-Minam-Wallowa - Lostine - Enterprise - Joseph - Wallowa Lake: Macadam.
Baker-Cornucopia Highway
Baker - Halfway: 20 miles macadam and 30 miles graded roadbed, good condition.
Redwood Highway
Grants Pass - Deer creek-Kerby-California state line: Oiled macadam. From state line to Crescent City, 44 miles macadam.
Kerby-Oregon Caves: 10 miles macadam; 9 miles dirt road.
McKenzie Highway
Eugene - Springfield - Waterville-Blaine River-Bolknap Springs-Sisters-Redmond: Macadam. Regrading under way between Springfield and Waterville. Drive carefully.

Baker-Unity Highway
Baker-Unity: 25 miles macadam, 21 miles cushioned roadbed. Good condition.
Pendleton-John Day Highway
Pendleton-Pilot Rock-Lazinka Ranch: Macadam.
Lazinka Ranch-Albee: Surfacing operations under way.
Albee-Ukiah: Surfaced.
Ukiah-Ritter: Rough mountain road, steep grades.
Ritter - Mt. Vernon: Partly graded and surfaced, fair condition.
Enterprise-Flora Highway
To Lewiston, Idaho
Enterprise - Flora: Improved road to Paradise, remaining section rough country road to Antone.

Santiam Highway
Albany-Lebanon: Oiled macadam.
Lebanon-Shea's Hill: Gravel road.
Shea's Hill-Caseadia: Macadam.
Willamette Highway
Goshen-Lowell: Oiled macadam.
Lowell-Oakridge: Rough but passable.
Albany-Corvallis Highway
Albany-Corvallis: Paved.
Alesea Highway
Junction Corvallis - Newport highway-Alesea: Oiled macadam.
Alesea-Tidewater-Waldport: Macadam.

Laboratory Turns Out Car Trouble

TROY, N. Y.—(AP)—An apparatus that produces artificially in a laboratory all the operating conditions of a full sized interurban trolley except the wind resistance has been designed at Rensselaer Polytechnic Institute.

It is made to save the time required for tests of electrical equipment by the usual method of running it over miles of outdoor railway.

In the laboratory a standard interurban truck stands on rails which are a set of wheels. When the truck wheels revolve, they spin the wheels upon which they stand, and the truck remains motionless.

Geared to the circular moving rails are mechanical devices that retard them with the effect of running conditions encountered in hundreds of miles run across country.

The effect of grades and other heavy loads is supplied by the city water pressure. The water is admitted to a drum containing a hydraulic brake. By controlling the outlet of the drum, any pressure up to the full strength of the city pressure may be exerted upon the brakes, produced the effects of any desired grade.

The equivalent of loads of passengers or freight comes from a big iron fly wheel, weighing several tons. It is as difficult to start as a trainload, and its momentum effects the same.

Instead of having a cab in the interurban, the operator sits across the aisle from his laboratory railroad, with all his controls about him, his "strain" before his eyes, making any "speed" he chooses, but never moving an inch.

Umpqua Highway
Junction of Pacific highway at Drain through Elkton and Scottsburg to Junction with Roosevelt highway at Reedsport: Gravel road. Bridge at Scottsburg open for travel.

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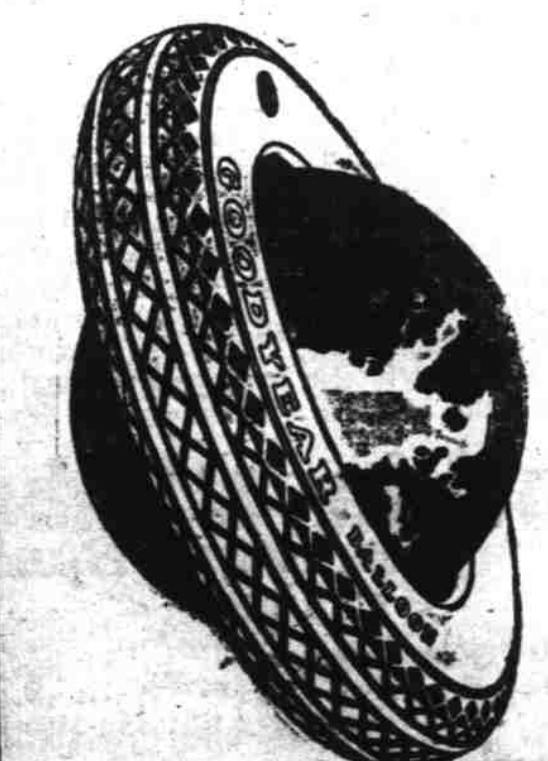
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