

BONDS ISSUED FOR FEDERATION

Promoters of Christian Co-Operative Colony Sanguine of Success.

MODEL CITY TO BE FOUNDED

New York Financing Syndicate Will Undertake to Float \$50,000,000 Issue—Mid-Oregon Railway One of Its Ventures.

Those interested in the Co-Operative Christian Federation feel that the enterprise has taken such definite shape that it is no longer a project on paper. The faith of the men who are associated with the federation is unshaken and they firmly believe in its ultimate success. They predict that within five years the Mid-Oregon Railway will have been constructed, and the model city in the heart of the Willamette Valley established along with several other smaller colonies in Eastern Oregon.

During the last few days arrangements have been made for the bond issue of the federation. Bonds aggregating \$50,000,000 will be placed on the market and the disposition of them is the least of the troubles of the promoters in the enterprise. They say they will sell as readily as any of the bonds that have been on the market for several years. The New York Financing Syndicate will undertake to float the bonds and the officials of the company believe they will be sold without difficulty.

It is expected by those of the federation that the bonds will be sold mostly through the medium of popular subscriptions. They will be offered for sale in every part of the United States. The first step taken to dispose of the bonds will be the diffusing and popularizing of the plans and purposes of the federation. This campaign of advertising will be carried on until the people are thoroughly acquainted with the purpose of the federation and the great benefits which will be derived by the consummation of this vast enterprise. It is believed that the plans of the Federation are so manifestly feasible that the people will be very anxious to subscribe for them. Single bonds will not be issued for less than \$1000, but it will be arranged so that several persons can co-operate in the purchase of them.

Backers of the federation say that some of the most prominent financiers in the country have investigated the bonds to be issued for the federation and that they all are unanimously of the opinion that they offer an excellent opportunity for the conservative investor. A sinking fund will be established to protect the subscribers from loss and 15 per cent of the money received from the sale of the bonds will be turned over into the safe keeping of the federation trust. This will be kept 10 years when it is expected to compound interest to be sufficient to redeem the bonds at their face value at maturity. The bonds are to draw interest at the rate of 6 per cent and if the federation proves to be a financial success the holders of the bonds will receive an additional 5 per cent on their investment.

Distribution of Profits.

Of the profits the members of the Federation will receive about three-fourths to be equally distributed among all. However, different salaries will be paid to the workers, ability to be considered. Five per cent will be used by the management of the Federation, and an equal amount will be expended in extensions, such as the establishment of new colonies and enterprises. The spiritual and intellectual fund will receive 10 per cent of the surplus money, and this will be used to keep up the churches, schools, libraries, etc.

Labor leaders of National prominence are said to be following the development of the Federation with intense interest, and are of the opinion that it will do much to bring about the final solution of the differences which exist between capital and labor. Some of the most vigorous of the labor enthusiasts say that if the Federation is a success that eventually a line of co-operative cities will extend from Oregon to New York.

prise, has announced that he has made arrangements so that friends of the Federation in Oregon can subscribe for the bonds here. The bonds that are not sold in this state will be handled by the syndicate of New York capitalists. Dr. Wallace leaves for the East again tonight to perfect the arrangements that have been made with the New York parties and to attend to other business in connection with the Federation. Already a considerable amount of money has been raised in Portland and Oregon for the Federation, and those who are interested in the enterprise do not try to hide their gratification over the outlook.

Steps have been taken for the enrollment of the members of the Federation. Applicants will be subjected to a physical examination. Physical fitness for work and ordinary good health are requisites and without them those who apply for membership will be refused. Only those of good moral character will be eligible. When a sufficient amount of money has been secured to allow the Federation to begin operations on an extensive scale, the first thing of importance to be done will be the selection of the site of the model city in the Willamette Valley. Then work on the building of the settlement and the construction of the Mid-Oregon railway, which will run from the Willamette Valley to Ontario, in Eastern Oregon, will begin.

DR. W. H. STOY IS DEAD

Was Rector of Trinity Episcopal Church From 1867 to 1871.

Dr. W. H. Stoy, who will be remembered by the older residents of Portland as rector of Trinity Episcopal Church from 1867 to 1871, died yesterday morning.



The Late Rev. W. H. Stoy.

at the Southern Pacific Hospital at Sacramento. He was taken there last week when he fell from the steps of a train he was boarding at Sacramento. Sam B. Stoy, of Portland, his son, immediately went to his bedside when the accident occurred, returning here yesterday morning. When Mr. Stoy left his father last Sunday morning he seemed to be better, and it was thought he would recover. News of his death came as a shock yesterday.

Dr. Stoy was a pioneer clergyman of Portland, and had been 48 years in the ministry at the time of his death. He was born in Hamilton, Ohio, April 28, 1857. He resided from Trinity Church in 1871, and went from here to Utah, where he engaged in missionary work for several years. He then accepted a call to St. Paul's Episcopal Church, San Rafael, Cal., and after a time spent there, became pastor of St. John's Church, Marysville, a position he filled at the time of his death. He leaves two children, Sam B. Stoy, of Portland, and Mrs. Gustava Jensen, of Saratoga, Wyo. Sam B. Stoy will leave for Sacramento this morning to take charge of the remains. It is expected that the funeral will be held at Marysville, and interment made at San Rafael.

Ash Wednesday Services.

The Catholic and Episcopal Churches of the city observed the advent of Lent and the penitential season with the customary Ash Wednesday services yesterday. Mass was celebrated at St. Mary's Cathedral in the morning and ashes sprinkled on the foreheads of the worshippers. Sacred Heart Church celebrated mass in the morning also and benediction last night.

A series of special services commences tonight at All Saints' Church, Twenty-second and Reed streets, and will continue throughout the Lenten season on Wednesday and Sunday evenings at 7:30 o'clock. Women of the Guild of Trinity Episcopal Church will hold a sewing afternoon each Wednesday throughout Lent.

NEW MOTOR CAR TO RUN IN OREGON

Built by Union Pacific, It Will Be Tested on Trip to Portland.

LEAVES OMAHA THIS MONTH

If Successful, the Gasoline Motor Car Will Be Put in Suburban Service and Other Cars Constructed.

After a year of experiments on gasoline motor cars, the Omaha shops of the Union Pacific have completed a car, somewhat similar in design to the car sent to Portland last year, but stronger, and larger, and will dispatch it to Portland under its own power, leaving Omaha early this month. It is thought that by perfecting this car, the problem of motor-car construction has been solved, but this cannot be definitely stated until it is given further trials. The new car will be taken over the Oregon line, and if it is able to climb the grades of the state, it will be put in regular service, either on the Oregon or the Forest Grove branches of the Southern Pacific, running from Portland to either of these points for fast passenger traffic. If the car is a success, others will be built of similar design and sent out for service on the Oregon divisions.

Detailed construction of the new car have not yet been received by the local officials of the Union Pacific, but the car will be equipped with machinery of about 150 horsepower and will have accommodations for about 25 passengers. It is of handsome construction and is designed to make speed on the shorter runs out of Portland. On suburban lines where frequent stops are necessary, the gasoline motor car is believed to be the best motor power for railway service and the new car is expected to make good on the roads entering Portland.

A similar car was sent West about a year ago, but was an experiment, and it failed to come up to what was expected of it. The heavy grades of the Western roads, sharp curves and the necessity of railroading here proved the undoing of the car, and after several trial trips, none of which proved satisfactory, the car was returned. The new car will be built by the department of the Union Pacific refused to accept the verdict as final, however, and retained their belief that in the gasoline motor car the problem of handling suburban service will be ultimately solved. Into the new car has been put the results of former experiments, and unless new difficulties present themselves, the car is thought the new car will overcome the obstacles which could not be surmounted by the former car.

The motor car that came here last year had 25 passenger seats and was too slow for practical use on the short runs out of Portland, and the construction of its trucks was unsatisfactory. It was not a success, and hope that it could be changed somewhat so as to make it effective on the local runs was finally given up.

Cheapness and convenience of operation are the prime factors that have led railroad men to turn to motor cars for short runs with frequent stops, where a comparatively high rate of speed is necessary between stops. Experiments with this kind of motive power have been carried on by different railroads for some time. A combination gasoline-electric car is now on its way to San Francisco from New York over the tracks of the West. The New York Central, Lake Shore & Michigan Southern, Rock Island, St. Louis & San Francisco and Southern Pacific systems. It has previously been tried at the main line of the Baltimore & Ohio, between Philadelphia and Wilmington, seemingly with success. The long run across the continent is being given it to test under conditions, and upon its successful performance will determine the number of changes necessary in the type. A number of these cars have already been ordered for use on the Missouri & Kansas Interurban Railway, from Kansas City to Olathe and Southwestern Kansas.

The system is a combination of a gasoline engine, dynamo and storage battery. The dynamo is spun by the gasoline engine, thus generating power for the motors running the car. The storage battery receives the excess power from the generator when the load is light and furnishes surplus power required during acceleration and on steep grades. The engine is of the four-cycle type and has six

six-inch cylinders. The generator develops 400 revolutions a minute and is coupled direct to the gasoline engine. The two motors are of 20 horsepower each, and the storage battery consists of 112 cells having 300 ampere hours' capacity. One hundred gallons of gasoline is said to drive the car 25 miles.

J. R. STODDARD'S FUNERAL

Bar Association Attends Lawyer's Obsequies in a Body.

The funeral of James R. Stoddard, who died on Monday at St. Vincent's Hospital after a brief illness, was held yesterday afternoon at 2 o'clock from Holman's Chapel, and was attended by a large number of friends. The floral pieces were numerous and expressive of the high esteem in which the deceased was held. The Multnomah Bar Association, of which Mr. Stoddard was a member, met in the Circuit Court rooms of Department No. 1, at 1:30 P. M. and after adopting appropriate resolutions, which were spread on the records, adjourned to attend the funeral in a body.

The services at the chapel were conducted by the Rev. Edwin Lincoln House, D. D., and at the crematory were under the auspices of the Royal Arcanum, Dr. Norris R. Cox, officiating as chaplain. The pall-bearers were T. J. Geider, O. P. Seasons, F. E. Beach, A. M. Crocker, H. W. Fries, T. J. Bronaugh.

Of few men could it be as truthfully said



The Late James R. Stoddard.

as of Mr. Stoddard that he died without an enemy. His only ambition was to live an upright, honest life without pretentious display of any kind. And after a quarter of a century of active practice of his profession in Portland, he has passed away leaving a consciousness of personal loss on the part of his friends and associates.

NEARLY \$6000 IS RAISED

Famine Fund Committee Will Renew Activity Today.

No work was done yesterday by the committee appointed by the Chamber of Commerce to solicit funds for the famine-stricken Japanese, but beginning today the canvassing will start anew and will be continued to the end of the week and perhaps longer. W. D. Wheelwright and Rev. Dr. T. L. Elliot, two of the members of the committee which is doing the active soliciting, are out of town and this necessarily has delayed the progress of the canvassing.

Ben Selling, who has been almost incessantly at work securing donations since he was appointed a member of the committee, hopes to raise \$10,000. He says the cause is one of the most worthy ones that was ever brought to his attention, and says that there is no doubt but what half a million Japanese are starving.

Donations are being received by mail almost daily, and the total amount raised in Portland for the relief of the sufferers is rapidly nearing \$6000. This includes the contributions which were sent direct to Japan by several of the Portland business houses.

Chinese Gamblers Arrested.

A raid on a Chinese gambling-house at 25 Second street by Detectives Welch, Murphy and Jones last night resulted in the arrest of three Chinese who were caught playing faro and lottery. The three were released on bail being furnished by their friends.

NEW NAME FOR OLD STORE



C. P. BISHOP.

LAW AND THE PEOPLE

MORE ABOUT THE ELECTION OF UNITED STATES SENATORS.

Can the Power Be Taken From the Legislature by Act of the State of Oregon?

MINNIVILLE, OR., Feb. 27.—(To the Editor.)—The Oregonian editorially places a construction on the direct primary election law that does not comport very well with the ideas of the plain citizens with whom I have talked in regard to the matter. A few politicians and place-hunters have been searching for some subterfuge to evade the intent of the law. But the plain citizen, who holds the welfare of his country above official graft constrains the law to mean that it is to take the election of United States Senators directly out of the hands of the Legislature and place it directly in the hands of the people, where it rightfully belongs.

The principle of electing United States Senators by a direct vote of the people has been agitated for the past 20 years. Probably a majority of the men in the United States Senate today have at some time or other, before their election, avowed the principle in their canvass for office. Over a decade ago John M. Palmer, of Illinois, canvassed his state as a candidate before the Legislature for United States Senator. The principal plea which he urged in favor of his election was, that if elected he would support a measure to amend the Constitution of the United States, permitting Senators to be elected by a direct vote of the people of their respective states. Mr. Palmer, although a Democrat, living in what was considered a reliable Republican state, was elected to the Senate. After taking his seat in that body his ardent for amending the Constitution cooled, and but little more was ever heard from him on that subject. Very plain proof that the people were in favor of it, but the

Senate was not. There is little hope that the Constitution will be changed. The Senate itself stands in the way. But in the meantime the people of Oregon have found a very good way around the stumbling block. If the spirit of the law is carried out as intended by its makers, the Legislature will have nothing to do in the election of Senators, more than to legalize the election by ratifying the choice of the people. The electoral college does not now exercise any choice, as intended by the Constitution, in selecting the President of the United States. They simply ratify the choice of the people of their respective states.

Government by party is only a step from monarchy. And when it is carried on by graft and run in the interest of corporations it is doubtful if it is any better than monarchy. The only redeeming feature about it different from monarchy is that the people have it in their power peacefully to change it at any time. When the people of Oregon adopted the initiative and referendum and in pursuance of that principle passed the primary election law and by it brought the election of United States Senators to a direct vote of the people, they are only carrying out the principle enunciated by the immortal Lincoln at Gettysburg, "that government of the people, by the people and for the people shall not perish from the earth."

It is only necessary to say that if the direct primary law "plainly shows that it was the intention that the people should elect the United States Senators," it has in that respect no validity nor binding force. It is thereby undertaken to set aside the constitution and laws of the United States. The Federal constitution provides the manner in which United States Senators shall be elected, and we have laws in the revised statutes of the United States which direct the manner in which the constitutional provision shall be carried out. That power is placed directly and exclusively in the hands of Legislatures. How, then, can Senators be elected directly by popular vote unless the constitution of the United States shall be amended? It may be conceded that the people, if they desire, may advise or instruct their legislators how to vote, and it may be conceded, too, that a candidate may voluntarily pledge himself to vote in accordance with that instruction or advice.

But no candidate and no member of the Legislature can be required by the direct primary law, or by any other method except as indicated above, to discharge his duty as a legislator in the election of a Senator, as a legislator except in strict conformity with the paramount law of the land, which is the Federal Constitution. The Legislature elects the Senator.

C. P. Bishop announces

to the many friends and patrons of the Salem Woolen Mill Clothing Store that on this day, March 1st, 1906, he has succeeded to the entire control of this popular store, and that hereafter the business will be run under the name of C. P. Bishop. Additional capital has been added. Many new lines of the latest designs in reliable fabrics both in ready-made garments and for high-grade merchant tailoring will be carried. The old employees will all be retained and the methods of the business will be square and honorable. The new Spring lines are now in, and our salesmen will take pleasure in showing them.

He can be elected in no other way.

If the primary law has undertaken to supersede the constitution of the United States, and it has, if the correspondent's interpretation is correct, it has undertaken to do that which it cannot do. The electoral college, as the Oregonian has previously said, is no parallel. Indeed, its procedure is exactly in accord with the methods the Oregonian has suggested the Legislature of Oregon should follow. That is to say, Republicans should vote for a Republican candidate for Senator and the Democrats for a Democratic candidate. That is precisely what the electoral college does in the matter of the Presidency.

EATING AWAY THE HILL

Lafe Pence's Three Hydraulic Giants Resume Operations.

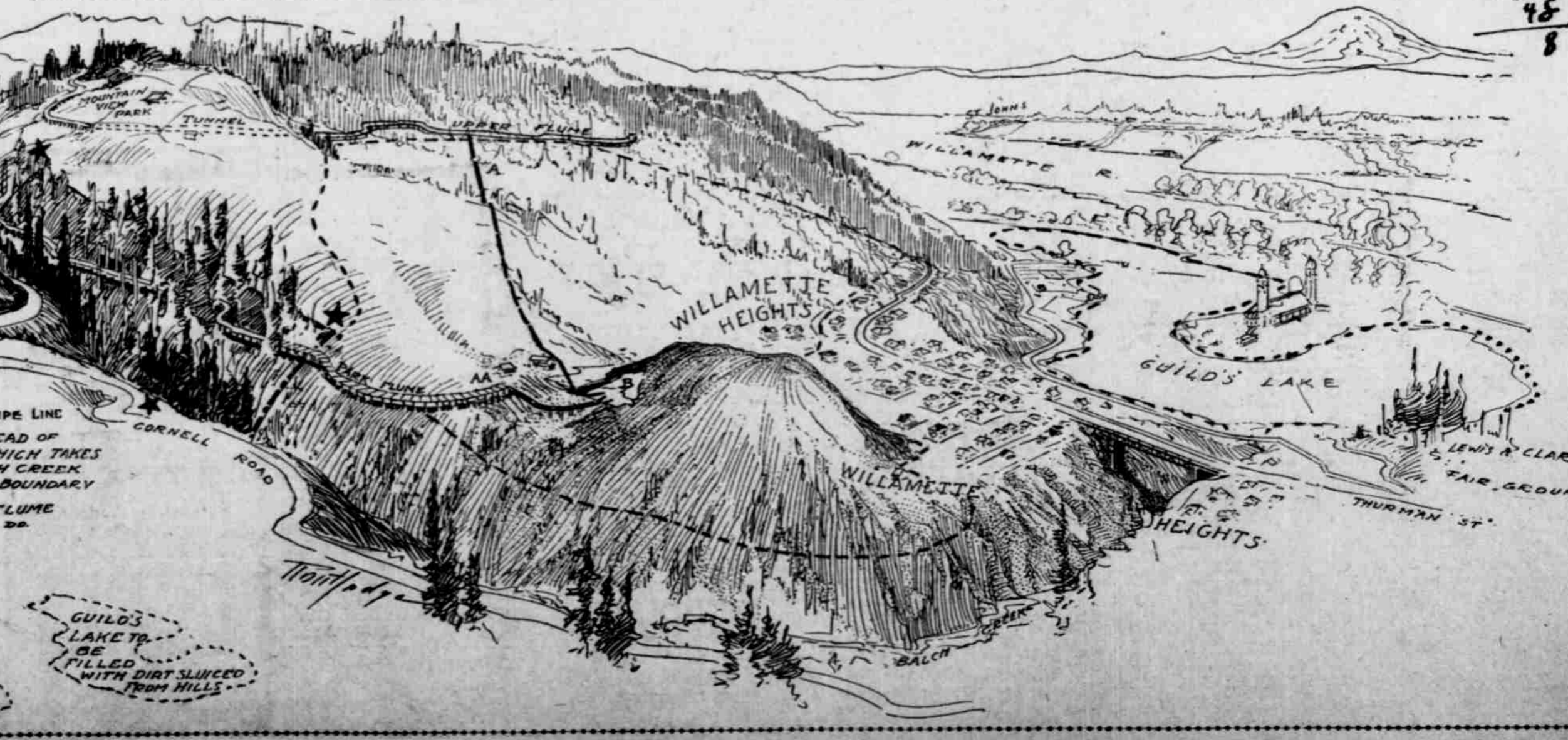
Out back of Willamette Heights the hydraulic giants installed by Lafe Pence are now working as busily as though they had never been disturbed by the city authorities. Within 35 minutes after the Park Board had given its permission for the damaged flume to be repaired the stream was again flowing through it, and operations have been progressing day and night since that time.

At present Mr. Pence has the streams from three giants playing on the cut that has been started in the rear of the hill above Willamette Heights. One giant is now working as busily as though they had never been disturbed by the city authorities. Within 35 minutes after the Park Board had given its permission for the damaged flume to be repaired the stream was again flowing through it, and operations have been progressing day and night since that time.

The workmen have already cut out about 60 feet into the face of the cliff in the brief time that work has been continued. As the work is now upon a portion of the hill which is believed to be the most difficult to cut, Mr. Pence is well satisfied with the progress that is being made. The ultimate plan is to form three large terraces on this hill, making of it desirable residence sites.

Quite a crowd of spectators watched the operations yesterday, and showed much interest, as it is a kind of work new in the vicinity of Portland. A good view of the operations is to be had from the Cornell road, or a person can go directly to the place by taking a "W" car, crossing the Thurman-street bridge and getting off at Rugby street. From that place there is a brush road leading up the hill.

BIRDSEYE VIEW SHOWING SCENE OF LAFE PENCE'S OPERATIONS BY WHICH GUILD'S LAKE WILL BE FILLED WITH EARTH WASHED DOWN FROM HILLS



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