

ALL JUST MANGER  
GROUPE TO ALL QUESTION

"What Think Ye of Christ?"  
Supreme Query.

DIVINITY INSPIRES HOPE

In Christmas Sermon Father  
Thompson Tells of Perennial  
Rebirth of High Hopes.

"Christmas cannot have a supreme and compelling meaning for humanity until the crucial question—'What think ye of Christ?' is answered by all in the adequate and decisive terms of St. Peter's profession; for to dissolve Christ is to do away with Christmas and the perennial rebirth of high hopes and brave purposes which a divine Christ alone can inspire." said Father George Thompson in his Christmas sermon at midnight solemn high mass in the Church of the Madeline.

"If the infant in Mary's chaste arms is the Christ, the son of the living God; if he is the wonderful counsellor, God the mighty, the father of the world to come, the Prince of Peace, pictured and promised by Isaiah; if he is the 'wounded for our offenses and bruised for our iniquities,' the 'deum verum de Yeo vero,' of our ancient and unchanging creed—then in truth, Christmas enshrines a divine and ineffable meaning, and its joy and hope have a rich and unfailing source in the goodness and mercy of our God."

"For the babe of Bethlehem was assigned a great role in the destiny of man. Angels of light brought the appropriate representatives of fallen humanity in the person of poor, despised shepherds, and bade them rejoice and be glad, because a savior had been born to them, who was no other than Christ, the Lord. The heavenly messengers knew full well the wants of humanity, and a merely human birth would not have thrilled them and drawn them earthward, to proclaim 'tidings of great joy.' They beheld in Mary's babe the glory, as it were, of the 'first-begotten of the father,' and it is only this conviction of a divine, incarnate, saving Christ, whose love there is mercy and copious redemption, which gives Christmas a transcendent meaning, and revivifies its heartening message for our perplexed and troubled times."

JESUS DECLARED HERE NOW

Dr. B. Earle Parker Addresses  
First Methodist Congregation.

"The joy of Christmas is not merely in the fact that 1923 years ago God came to dwell for a time with man," declared Dr. B. Earle Parker in his Christmas sermon from the pulpit of the First Methodist Episcopal church yesterday morning.

"Jesus lives today," he went on to say. "We ought to be sure that he dwells in our hearts today as we were that he dwelt in the manger of Bethlehem's manger and grew to manhood among the people of that day."

"Because Jesus dwelt on earth among men, he knew, as the angels do not know, how to sympathize with a man who has succumbed to temptation, he who knew from experience what temptation meant."

CHRISTMAS CHARM IS SEEN

Dr. W. T. McElveen Points to  
Lowly Birth of Christ.

"The charm of Christmas" was Dr. W. T. McElveen's topic at the First Congregational church this morning. He said that the Christmas story is a beautiful story. It is a lovely idyl. With delicacy and reserve, and yet with a kind of lyric charm, he told the story of the virgin mother and the Bethlehem babe. Yet the Christmas story has its homely aspects. Jesus was born in a stable. That stable and manger have been glorified by our imaginations and by our art; but actually it was a very ordinary stable and a manger out of which oxen munched their hay. Donkeys and camels and sheep were nearby. The air was freighted with the coarse smell of beasts of burden. The shepherds who wonderingly came to the makeshift manger were dusty, and their faces were unkempt. It would be difficult to conceive of more humble surroundings. It is all very ordinary, yet it is all very beautiful. The lesson taught by that paradox is that God dwells in the commonplaces of life.

ADMIRAL GOODRICH CROSSES IN  
IN 60-MILE BLOW

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in 60-Mile Blow.

ADMIRAL GOODRICH CROSSES IN  
CEDAR IS BROUGHT HERE

Kentuckian, Which Went on Sand  
Near Tongue Point, Floated  
and Reaches Portland.

In spite of the fact that a gale which reached a maximum velocity of 60 miles an hour was reported blowing at the mouth of the Columbia river yesterday, the stormy weather did not seem to affect the arrival and departure of vessels. The Merchants' exchange was advised that the wind at North Head attained 60 miles an hour yesterday at 8 A. M. This velocity had dropped to 45 miles an hour at noon and to 30 miles an hour by 5 o'clock last night.

The steamer Admiral Goodrich, with passengers and freight from San Francisco, Eureka and Coos Bay, came into the river yesterday morning at 8:45, after having rounded the point last night at 8 o'clock. Included in the cargo of the vessel was a quantity of cedar lumber, which was taken on at Coos Bay. The Atlantic American line steamer Kentuckian, which ran on the mid near Tongue point early morning, was floated early yesterday and she came up to Portland, arriving at 5:20 P. M. She had a quantity of general cargo from New York and Boston. The steamer was undamaged by her experience.

The tanker reaches Portland. The Union Oil tanker La Purissima reached Portland from San Francisco at 5 P. M. with a cargo of oil. Another tanker, the Captain A. F. Lucas of the Standard Oil company, completed discharging and left down at 11:35 last night.

Another departure was the steamer Santa Cruz of the W. R. Grace service to the west coast of South America. She completed discharging cargo here and left at 3 P. M. for Seattle. After leaving nitrates on the sound she will return to Portland for some cargo for the return trip.

Initial operation of new elevator for the bulk handling of wheat at Irving dock, where the installation has been completed by Balfour Guthrie & Co., will be carried out Tuesday. The Japanese steamer, Scotland Maru, under engagement to that company to load a full grain cargo for the United Kingdom, is to be the first cargo served there.

The operation of the Irving dock bulk grain facilities connects the chain of cereal exporting firms, as Kerr, Clifton & Co. and the Northwest Wheat Growers' association have taken care of the bulk wheat shipments at the municipal grain elevator located at terminal No. 4.

That was moved in bulk during the 1921-22 cereal year, but so much more proportionately was loaded for the first few months of the 1922-23 period, it became apparent to exporters that elevators would be in demand and that while ultimately virtually all cargoes would be bulk there was need of some for both sacked and bulk equipment.

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