KANSAS CITY CHURCH ATTAINS TO POSITION OF INDEPENDENCE

Wealthy Grand-Avenue Institution in Heart of City, and Known as "Church of Stranger," Is Exerting Great Influence for Good.

KANSAS CITY, March 20.—(Special.) group of men members of the I Avenue Methodist Church went into the timber that then grew sleng the Missiouri River at Kanse-City and out poles. They dragged these timbers to the church site and built rough chack, piecing it out with the lit-

tle lumber they could scrape together. That tons the beginning of what today one of the richest church organinations went of New York city. It owns a tract of 100 feet of ground fronting on Grand avenue. Kansas City's most important business thoroughfare, at the southeast corner of Ninth street, direct semihean corner of Ninth street, directly agross the street from the hardsome Federal building which dovers an entire block. On this tract, at one of the busiest places in the city, a li-story office building of steet, brick and reinforced concerts, typing in bend today, by its side and bring on the Ninth street side, is a magnificent church and auditorium.

Leaking is chward new, it seems almost as if same fairy princess had

Leaking isothward new, it seems almost as if some fairy princess had waved her wand and that out of the learn of plenty riches had been poured into the lap of this struckling congregation. They had nothing when they began, not even the money to pay workmen for building the first shed it which they worshipped, so they built it which their own hands. Today they are wealthy, humaniely woulthy. They have sail fine memory they will ever need for all the activities of the church and to spare. This church is prepared to so forth building other churches and aiding struckling congregations not only in Missouri, but in the wast, broad West, resming with opportunities.

Present Greatness for Forescen.

Present Greatness Sot Foreseen.

When the fathers of the present members of Grand Avenue Church chose to put their clurch building at Night arrest and Grand avenue, they did not forces the father value of that location from a real estate standpoint. They knew it was a convenient location for their church. That was all. Neither did they forces that the brick church they built on that site, a good enough church building as such places go, would sown he so far outstripped in usine by the value of the corner on which it was located that it would be money in their pockets to tear it down. And yet all of this happened to Grand Avanue Church.

The new building which has only been completed and escupied for a menth, is called the Grand Avenue Temple. It and the church adjoining cost \$275,999. The maney to build the two buildings was borrowed of capitalists in New Tork; \$350,000 of it is secured by a first mortgage on the property.

Every offlice in the building has been When the fathers of the present

ry office in the building has been Every office in the building has been rented on the income from it is assured as the income from it is assured it will amount to \$7,000 a year. It is estimated that the operating expenses of the office building, such as bold, light, water power for rapid elevator service and the like, will be \$18,000 a year. The interest on the bonded indebtedness will be \$18,000 a year. That makes a total expense of \$16,000 a year Deducting this expense from the gross income, leaves a net profit of \$11,000.

It has been arranged with the hold-

It has been arranged with the held-ers of the mortunges that the second mortunge of \$75,000 shall be paid off first from the net revenue. Then the first from the net revenue. Then the first murigage is to be paid. When these debts have been canceled, the church will have a net income from its office huilding of 127,000 a year, and this sum is to be used for building new Machadala churches in Kansas City and Mathodial churches in Kansas City and the Great West.

Church to He Self-Sustaining

The directors of the church believe that the institution itself will be selfcostaining from the first. deduction appears perfectly logical now has a membership of 750. The come derived from collections will be some. The amount derived from the ectares, concerts and the like, will The church has already

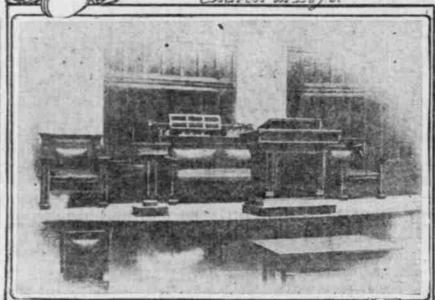
Think of the power such a never-crasing source of revenue would give your church. The possibilities for good in that annual capital deposited in the ens of struggling charches will be put on their feet with their mortgages lift-ed, debts which they have been strug-gling answereasfully almost a man's life time to pay. New churches will be erected and the work of Methodism in the West will be sorred.

In the days of the old Grand Avenue Church it was no uncommon thing for the church to be so crowded before the Sunday services began that it was impossible for the usbers, arriving a little late, to get in. It is expected that this will be repeated in the new church, which will seat 1500 persons in comfort. The seats are free, First

enstructed auditorium that greets the While it is known officially as the



Office Sailding to Right Church in Left.



rupil and Organ Console

eyes of the visitor on entering. The Grand Avenue Methodist Church, in walls are of ivory white and subdued lights filter in through stained glass boarding and lodging houses, it is windows. Special attention has been called "The Church of the Stranger." paid to the lighting effects and no part of the church auditorium or gallery is shrouled in the gloom that file some large places of worship. The pipe organ for the church cost \$30,000. It was a giff to the church from Henry Schoellbopf and his son, Henry, of Chicago, in memory of his brother, Christian, a member of the Grand Avenue Church for many years. The organ was built in Boston and is one of the finest instruments of its kind west of New York City. It was modeled after the organ in the Cathedral of St. John the Divine in New York. The cheir members of the church sit with their backs to the organ and the organist faces them.

Telephone System Installed. A new feature in this church that would be appreciated in every large church, is a telephone system connected with the pastor's deak on the pulpit. Through that telephone as through a speaking tube the paster may speak at any moment in the service to the

That is its better name. It carries more of the meaning and aim of this church with a sky scraper office building ranged along side of it there in the heart of the busy business dis-

It extends a welcome to every stranger within the city's gates. It makes him feel at home, too. All its seats are free. He may come and all where his fancy dictates with no fear of getting in a seat that some one else

pays for each Sunday., Grand Avenue congregation came very near abandoning the valuable site on which the skyscraper and church stand today. For many years a controversy raged in the church over the question whether a new church should be built in the business district or whether the congregation should move out, give way to the encroach-ments of business and build a church in the residence district. That the policy of staying in the heart of the city was wisest, even the former optheir church rich and given it the means and power to help others.

PORTLAND MAN WOULD "CUT THONGS WHICH BIND AMERICAN SHIPPING"

Merchant Marine Held by E. W. Wright to Be "Tied Hand and Poot"-Radical Changes in Laws Urged Before Completion of Panama Canal.

RADICAL change in the navigaimperative in view of the coming completion of the Panama Canal, and the necessity of the right for American merchants to buy ships in foreign markets on equal terms with merchants of other countries, was advocated by E. W. Wright in his address before the Portland Ad Club at its "Canal day" luncheon. Mr. Wright said:

The completion of the Panama Canal will change the commercial map of the world, and me it is an American enterprise, no other country will feel greater effects from this change than the United States. In or-

ping In helpless enpitivity are our ancient navigation laws. For 40 years we have bewalled the decadence of the American merchant marine and pointed with regret and sury to the ascendency of sea power amena our commercial rivals. In every other feature of our commercial like we have advanced, but, muzzled into helplessness by our absurd navigation laws, our merchant marine alone has falled to keep pace with our other industries.

Wilear Statement Cited.

Now it is unnecessary to theorize as to the proper remedies necessary to rehabilitate our decrepti merchant marine. Cold hard, commercial facts point the way. When a man of the assured commercial standing and responsibility of T. B. Wilcox appears before you and tells you, as he did at your meeting a few weeks ago, that he will ship Oregon flour through this canal into the Atlantic Coast markets, if he is permitted to buy cheap foreign ships and register them under the American fing when the Fanama Canal is a free ship law giving us access to the merit in the method.

My belief in the efficiency of this plan is strengtheard when I note that every other sea-power of any importance on the face of the corth secures a large portion of its ships by this method. Paramount to all other reforms needed to assist us in securing a merchant marine sufficiently large to handle our prospective business through the canal is a free ship law givin gus access to the supply of cheap ships which are available to all the rest of fine world.

Slogan is Reversed. Wilcox Statement Cited. .

that such a handlesp exists probably arese-from a constant referation of that smooth ship subsidy slogan that "trade follows the flag." Trade does not follow the flag, but on the countrary, the flags of all nations en-gaged in occan carrying follow trade wher-ever it leads and develops.

lin proof of this assertion I have but to refer you to the actual, not theoretical, ex-perience of two of our citizens who are lead-ers in their respective lines in the Orleccial trude. When Mr. Wilcox decided to enter

Wilcox Developing Flour Trade.

TIP and get busy. We're on the "inside" of this WARRENTON proposition.

owned by other nations.

"Norway, whose flag has been liberally represented in Pacific Coast harbors in recent years, with a total fleet of 2070 vessels in excess of 100 tons, was operating \$13 of these British-built craft and one-fourth of Germany's fleet of 2200 were British-built, while Japan, the newest ass power, included 28s of these British-built craft in her total of \$66 vessels. Even France, which is suffering from an overdose of whip subsidy, is using 472 of these British-built vessels, although the total fleet sulling under her flag number but, 1478 craft.

flag number but, 1478 craft.

Few Chrap Ships Here.

'The United States, second only to Great Britain in shipowning importance, had but 34 of these cheap British ships and had it not been for the extraordinary conditions forced on us by the Spanish-American War and Hawalian annexation, this number would have been reduced to the insignificant few that have been wrecked on our shores and afterwards granted American registry when their repairs exceeded two-thirds of their value.

"Think what it would mean to us if the United States could secure some of this cheap shipping. Staunch, fast versols, well-fitted and equipped for the Panama route are always to be found in the great shipping centers of Great Britain and can be secured at a cost so low that they would be in the reach of local companies willing to try the experiment.

Limit Tennage, 3000.

Limit Tonnage, 3000.

Limit Tennage, 3000.

'In making a free shipping law which would enable us to get into the occansarrying trade on even terms with our comsettiors. I do not think it advisable at this
ime to make the provisions too sweeping.
We cannot use to advantage on the route
hrough the Panama Canal, or in the deepthrough the Panama Canal, or in the deop-water trade, any craft much smaller than 4000 tons gross register, and by drafting a free ship law making this the minimum size that would be granted American registry, the bonn fide coastwise service where much smaller vessels are used, would still be pro-

Repair Work Done Here.

"It might also be a wise plan to provide that the repair work on these naturalized vessels be done in American yards, although I think much of that work would be done there without any special effort in that direction. I believe the passage of this law would almost immediately result in extensive building of ships in American yards. American manufacturers are today successfully competing with foreigners in nearly every article manufactured from steel and from except ships, and American shipbuilders in competition with all the world, recountly secured the contract for building two battleships for Argentina.

"You can buy American locomotives and cars, ship plates, chains, engines, boilers, steam pumps, and other similar equipment chemper in Europe than you can at the factory where they are made in the United States, and eventually under the stimulus of a free ship bill, we may secure some of these price concessions at home.

Larger Crews & Handleap. Repair Work Done Here.

commercial, may of the Panama Canal will change the commercial, may of the assured commercial standing and and it is an and the source of the commercial standing and the source of the source of the commercial standing and the source of the source of the commercial standing and the source of the Larger Crews a Handleap

AB 747 South Main Street, Los Angeles, Cal. KINDLY MAIL this to SOMEONE with CANCER

have never yet witnessed any congestion of freight or excessive rates that would or could have been in the slightest degree sileviated by American ships. The Panama Canal, however, has opened a new trade route on which it is highly necessary that we have American ships, and it is also necessary that we have American ships, and it is also necessary that we have a marked will use the new routes and exploit the new trade fields opened by the canal.

"It is imperative that we take immediate steps to enlarge the American merchant marine, and in order to accomplish the best results what better method can appeal to us than that adopted and successfully followed by the nations that are our chief competitors?

England Holds Big Lead.

among the salors, water tenders, coa pasters and then when the lumber bus hess is slack we can send them out into the world wherever business offers, without whose wages in the aggregate make up the greater part of the pay roll, the wages on the greater part of the pay roll, the wages of the greater part of the pay roll,

OREGON OF GOLDEN WEST

Is About to Have Her Real Inning in the Development Game

Within her 95,000 square miles of rich country, there are about 675,000 people today, one-third of whom are

in the city of Portland. If Oregon were settled like some of our New England states we should have about

14,000,000 people, or about TWENTY TIMES our present population. This would mean about 20 times the

business of today. Then add a large portion of the NATURAL DOWN GRADE tonnage of TWO OTHER

STATES and you will see how absurd it is to expect an INLAND HARBOR-a few hundred feet wide-to

handle the future shipping of the Pacific Northwest. Even NOW much of our tonnage goes to the Sound

This Picture Suggests the Real Solution of Oregon's Harbor Problem

By using the mouth of the Columbia, Oregon will be able to handle the shipping of this Empire with ease and dispatch, even though this great Northwest should reach ONE HUNDRED MILLION population some day. This is the ONE WATER-LEVEL OUTLET for 250,000 SQUARE MILES—a splendid country, and it's GREATER OREGON'S GREATEST OPPORTUNITY TODAY. This level land is just what the railroads want for a TERMINAL CITY—and we shall soon see a NEW CITY in the making. Better take our

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because the larger ships go there, and CAN NOT come here.

marine, and in order to accomplish the best results what better method can appeal to us than that adopted and successfully followed by the nations that are our chief competitors?

England Holds Big Lead.

"Great Britain still holds an overwhelming lead over all other shipbuilding and shipowning countries and to that great marines market-place turn the shipowners of all nations of the earth, except the United States, for bargains in shipping, new and old. What this free ship policy has done for our chief competitors on the ocean can be partially understood by a few stalistics from Lloyd's register. These figures show that in 1911 there was affeat 15.75 seager in New Form.

The demand for free toils for American shipping using the canal is simply our old enemy, the ship subsidy, in a new form. It is based solely on the fact that it costs more to build and operate an American shipping using the canal is simply our old enemy, the ship subsidy, in a new form. It is based solely on the fact that it costs more to build and operate an American shipping using the canal is simply our old enemy, the ship subsidy, in a new form. It is based solely on the fact that it costs more to build and operate an American shipping using the canal is simply our old enemy, the ship subsidy, in a new form. It is based solely on the fact that it costs more to build and operate an American shipping using the canal is simply our old enemy, the ship subsidy, in a new form. It is based solely on the fact that it costs more to build and operate an American shipping using the canal is simply our old enemy, the ship subsidy in a new form. It is based solely on the fact that it costs notes to build and operate an American ship plants it costs to build and operate an American ship plants it is based solely on the fact that it costs to build and operate an American ship plants it is based solely on the fact that it costs to build and operate an American ship plants it is based solely on the sat that it costs to build and operate an American shi

Interests Start Back Fire. Interests Start Back Fire.

The free canal proposition seems to be a back-fire started by the interests who, in season and out of season, for the past 20 years, have fought every effort that was made to give Americans the right to buy ships where they could buy them the cheapest. This ship subsidy trust that is protesting against the loosening of the throngs that bind American shipping hand and foot, is aided in its work by a large number of honest, well-meaning people who have been led to believe that free ships can never be available to the British, the Germans, the Norwegians, the Japanese and every other enlightened nation on the face of the earth.

Lumbermen Offer Argument.

Lumbermen Offer Argument.

The best argument I have heard in favor of the free toll project was made by a local lumber manufacturer, who toud me that if the Government would rebate the tolls, his firm would build two or three curriers and ship lumber through the canal and try to meet the competition that they expected would appear when their British Columbia competitors, with cheap ships, would make use of the ganal in reaching markets on both sides of the Atlantic. This advantage, especially when gained at the cost of a treaty violation and by jeopardising our hopes for free ships, is pitifully small when viewed in connection with the unlimited possibilities of that vast commercial project as a whole. Throughout the Pan-American region there are wonderful opportunities for trade, With the increased tonnage moving up and down the West Coast of the United States and Central America and through the canal, there will be opened up to the Pacific Northwest a trade field that will be served in large part by manufacturing and distributing centers on the West Coast of the United States or Canada.

Canadian Ports to Gain. Lumbermen Offer Argument.

Canadian Ports to Gain. We all know that within the past year the Pacific Northwest has been visited by representatives of nearly all the big steam-ship lines operating on the Atlantic. They have been sent shead to spy out the land and prepare for the great industrial develop-ment that will follow the opening of the

canal.

These lines, operating cheap foreign-built ships, will build up the ports that will welcome them. Victoria and Vancouver, just over the line, have high hopes of capturing this trade, and unless we are permits handle it in cheap tonnage, such as will use, we will cut but a sorry fin the trade and the Canadian ports reap benefits to which we should be titled.

How Issue Must Be Met. If we are to enter the race let us go in th something better than lumber droghers. with something better than lumber droghers, Let us buy ships on even terms with the

ALWAYS BEGINS a small LUMP LIKE THIS and ALWAYS POISONS DEEP IN ARMPIT AND KILLS QUICKLY I Will Give \$1000 if I Fail to Cure and forfeit \$1000 or excel any other Dr. living. and forfeit \$1000 or excel any other Dr. living.

No Knife or Pain—
No Pay Until Cured.

Written Guarantee.
No X Ray, Swindle.
3-Day Painless Plaster.
Wonderful Discovery
9000 Cured. Canors
never pains while small, it
Poisons to Death. Any
TUMOR, LUMP or
SORE on the LIP,
FACE or BODY long
IS CANCER, 120-PAGE BOOK SENT
FREE, Testimonials of Thousands CURED
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foreigners and then when the lumber business is slack we can send them out into the world wherever business offers, without being under the fearful handicap which protection to our infant industries now places on American-built ships.

Let us remember that this canal is not being built for a select few shipowners, but for millions of producers and consumers. Keep it open to all who will carry freight through it at reasonable rates. Wipe out your ancient navigation laws and enact new ones to fit the emergency. Then if the shipowners don't make satisfactory rates, ret together and buy your own ships in the market where they are sold at the lowest price.

LOGGERS TO ORGANIZE

Plans Perfected at Informal Meeting at Commercial Club.

Loggers from various districts of the Pacific Northwest, meeting informally at the Portland Commercial Club yesterday, laid plans for a permanent organization to include the associations in the Columbia River district, the Puget Sound district and the Grays Har-bor district. Uniform methods of scal-ing and grading logs, co-operation in various other phases of business ac-

tivity and closer social relations is the purpose of the organization. Committees for each district will meet in Seattle Saturday, April 13, to prepare definite plans for the new association. The committee from this district consists of H. C. Clair, E. S. Collins, C. E. Johnson and J. S. O'Gorman. From Puget Sound will be James E. Gowan, E. G. English and J. W. Reed, and from Grays Harbor district, A. J. Morley, of Aberdeen, J. D. Crary and S. W. John-

meeting that the stock of fir logs in all districts is low and a higher level of prices may soon become effective.

DE LARM CAUSES NO WORRY

Federal Official Confident He Can Be Found When Wanted.

"The department has no fear but that W. E. De Larm will be arrested in plenty of time for his trial with the others under indictment for the Columbia Orchard Company swindle," said Postoffice Inspector Clement yesterday after his return from Seattle, where he attended the preliminary hearing of R. H. Mac Whorter, under indictment in the same connection. Mac Whorter was bound over under \$4000 bonds for trial

before the United States District Court at Portland. "While I cannot say that we know exactly where De Larm is, we believe wanted. The published stories that he was within a hundred miles or so of Portland are not true. As the result of the evidence in the Mac Whorter case in Seattle, I am confident that all the men indicted in connection with this case will plend guilty when their cases are called for trial."

Illinois Folk to Meet.

Permanent officers will be elected at the monthly meeting of the Illinois So-clety at the Multnomah Hotel Tuesday, April 2. This meeting will be the third since the organization, the constitution and bylaws having been adopted at the meeting last month. Immediately after The meeting, with an informal ban-quet, was held in the evening. H. C. Chair presided and A. J. Morley acted musical numbers and addresses as secretary. The important business prominent members. the election and installation of the new



See Walnut Park and Be Convinced

Jefferson High School is located in Walnut Park. Carnegie Library is also located in Walnut Park. Beautiful homes are built and are still being constructed. Walnut Park carline is not excelled in any other section of Portland. Vancouver, St. Johns, Woodiawn, Vernon and all U cars will land you at my office, Killingsworth and Williams avenues. Terms given to home builders. Only 59 lots will be sold at present prices.

W. M. KILLINGSWORTH

CENTRAL OFFICE KILLINGSWORTH AND WILLIAMS AVENUES. PRIVATE OFFICE 538 CHAMBER OF COMMERCE.