

MISSIONARIES OF METHODISM WORK IN ROME

Besides Missions Proper, They Have Established Schools and Publishing Business—Building Worth \$225,000.

New York, Feb. 19.—Many who were previously unaware that the Methodist Episcopal church was at work in Italy have recently been informed of this fact through the cables statements concerning the refusal of the Vatican to grant an audience to former Vice President Frank...

Church's Equipment in Rome. Standing on high ground, in one of the best sections of Rome, on a corner of the Via Venti Settembre, not far from the king's palace, is the central quarters of Methodism in Italy, a building now valued at \$225,000, which contains a large audience room for Italian services, an American church, Sunday school room, Epworth league parlors, office, a bookstore, a printing plant, and rooms for the theological department of a boys' school. In this large building three years ago the great world Sunday school convention was held, with its delegates from 37 countries. Of the American church, which assembles in this building, the Rev. Dr. Bertrand M. Apple, an alumnus of Syracuse university and formerly pastor at Stamford, Conn., has recently become pastor.

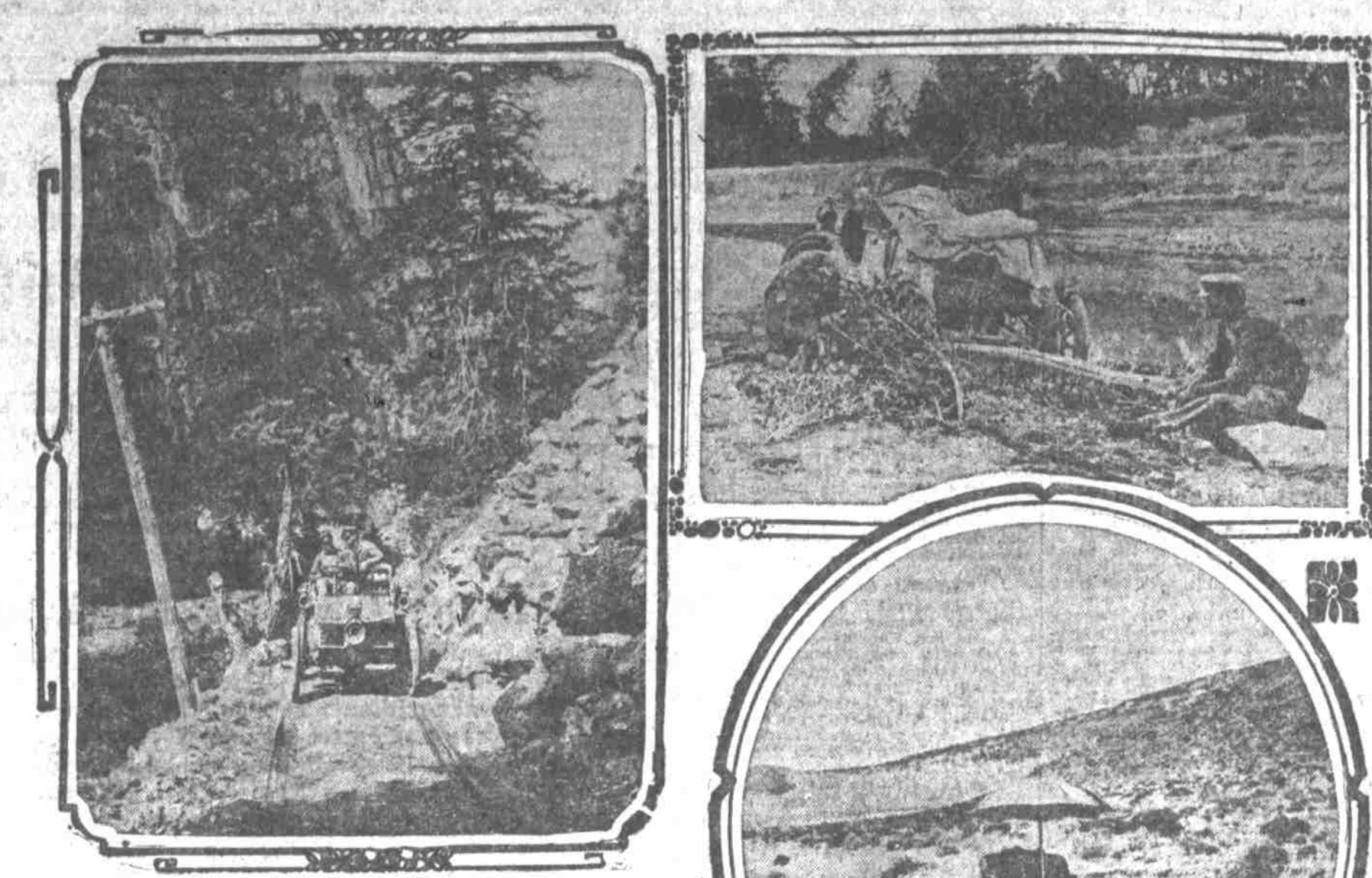
Publications and Schools. Among other interesting publications that are being produced from the publishing plant in this building is the "Evangelical Herald," recently prepared by a joint commission of the Wesleyan Methodist church and the Methodist Episcopal church in Italy—the first joint hymnal to appear in the Italian language. The upper floors of this building are used for the reception and dormitories for a boys' school, the Methodist college, of which the Rev. E. B. T. Spencer, formerly in charge of the department of Latin language and literature in Denver university, is principal. Here also the Register of the Wesleyan Methodist church and the Methodist Episcopal church in Italy—the first joint hymnal to appear in the Italian language. The upper floors of this building are used for the reception and dormitories for a boys' school, the Methodist college, of which the Rev. E. B. T. Spencer, formerly in charge of the department of Latin language and literature in Denver university, is principal. Here also the Register of the Wesleyan Methodist church and the Methodist Episcopal church in Italy—the first joint hymnal to appear in the Italian language.

370 Girls in School. Next to this building in interest is the Crandon hall of the Woman's Foreign Missionary society of the Methodist Episcopal church, situated on the broad Via Veneto. Here 370 foreign-born and domestic girls are being trained in a school during the last school year. It has a 12 years' course, from the kindergarten grade to the collegiate. An industrial department has recently been added. It has a faculty of about 30 teachers and an income of several thousand dollars—sufficient to meet current expenses, except the salaries of two missionaries and one assistant. Miss Edith Burt, daughter of Bishop William Burt of the Methodist Episcopal church, is at the head of this institution. Only two years ago the school has been overcrowding its old quarters, many pupils being refused admittance for lack of room, and therefore during 1909 the old building was sold, at considerable profit, and a new property was bought on which three new buildings are to be erected this year, resulting in a doubling of the capacity of the school. The site of the new Crandon hall is just outside the Porta Salaria. The ground was formerly a part of the property of the late John D. Rockefeller, and was bought by the Woman's Foreign Missionary society in 1907. The school of which she is principal enrolled 67 girls in 1909.

The "Isabel Clark Croche" of the Woman's Foreign Missionary society enrolls over 100 babies, each day by mothers who go out to work. Kindergarten methods are used. There is religious instruction and a good midday meal is given. Leaders of Methodist Activities. Living in Italy in the superintendent of the Mediterranean district of the Methodist Episcopal church in Italy, the Rev. N. Walling Clark, D. D., an alumnus of Wesleyan university, Middletown, Conn., who is also president of the theological school in Rome. His district includes, in addition to Rome, work in Florence and Genoa, as well as in 24 smaller places. There are two other districts in the Italy conference. In the Adriatic district, the Rev. Pauline D. Pratt has the supervision of the work in Milan, and Venice, as well as in 14 other places, including the Italian work in Geneva, Lausanne, Neuchâtel, Vevey, and Zurich, in Switzerland. The Rev. Almon W. Brennan, Ph. D., an alumnus of Northwestern university, superintends the work of the southern district, which includes Naples and 14 other places of less importance. Methodist Schools Elsewhere. In Florence is a Methodist training school for teachers and evangelists. In Venice is a boys' industrial institute, where about 50 boys are trained in various crafts. At the general conference of the Methodist Episcopal church, held in Baltimore in 1908, a very beautiful carved table, made by this institute, was used by the presiding bishops and at the close of the session was sold for \$1600, the proceeds going to the school in Venice. In the year 1908, Methodist deaconess work was opened in Rome, three deaconesses being in charge who have done good work in visiting and nursing the poor, as well as receiving a few patients into the home for treatment. At the time of the earthquake in southern Italy, two of these deaconesses went to Naples and for seven weeks worked day and night for the sufferers. At that time Dr. Clark issued a call for help to the Methodists of America, and the response was prompt, more than \$1000 being sent to Italy through Methodist channels, in addition to Methodist gifts through the Red Cross. Dr. Clark wrote at that time: "As far as our means permit, we are also aiding Roman Catholic families in helping to care for the wounded in the hospitals."

Journal want ads bring results.

E. Tom Fitch Describes Hardships of First Transcontinental Auto Run



In the Grand river canyon.

June 20, 1903, "Old Pacific," the little Packard selected to attempt the first transcontinental journey, started out from San Francisco. The car was piloted by E. Tom Fitch, now a member of the sales force of Frank C. Riggs, the Packard agent here. Accompanying him were M. C. Krarup and N. O. Allyn, the former a magazine writer and the latter a mechanic from the Packard factory. The equipment of the car consisted of a hamper of lunch and liquid refreshments, a shovel, axe, a set of logging chains and four strips of canvas 8 feet wide and 24 feet long.

Route of Tourists. The route selected by the tourists led through California, Nevada, Utah and Colorado. After a rest of four days in Denver they went on through Omaha, Chicago, Cleveland, Erie, Buffalo, Rochester, Syracuse and Albany, finally reaching New York two months later, on August 21. The first part of the journey was by far the worst and it was this section that had caused Alexander Winton and C. B. Shanks, the latter also a Portland man, to turn back. The trip was made with but little engine or mechanical troubles. The account of the trip is most vivid as told by Fitch himself.

"We traveled in almost complete ignorance of what the next turn in the road would bring forth," declared Fitch, "always depending on information picked from the people with whom we spent the night before to pick our way across the country and expecting them to guide us safely to the next night's lodging, maybe 80 or maybe 150 miles away."

Trip Over Sierras Pleasant. The climb from Placerville to the top of the Sierras, taken as it was in early June, was a pleasant procession over the old stage line followed by the "forty-niners," and which had been kept up fairly well by the people of California since that time. Following the picturesque American river for a day we enjoyed the scenery to our heart's content, with halts for meals and rest at excellent road houses all along the route, and up till we reached the famous Lake Tahoe. The climb up this hill necessitated much low-gear work, which with the crude construction of the motor caused us much trouble from having to cool the motor off at times. The abundance of mountain water here helped us, but when we reached the desert country with its miles of low-gear work through soft sand we were troubled. "Crossing the Sierras we had to keep a constant lookout for passenger stages, mule teams and even pack horses, for in the winding mountain roads and with the constant noise of the engine and the mountain streams it was well nigh impossible to hear the teams coming. Once the mules saw the car they would turn and run straight over the embankment. Our troubles were but few during this stage of the journey and we thoroughly enjoyed ourselves. "It was at Wadsworth, Nev., that our

troubles really began. Here we were called upon to wrestle with the sand for hours at a time and it was slow progress indeed that we made. My idea that the canvas would aid us across the sand was a good one and whenever our troubles grew especially hard we resorted to the canvas. By using the four pieces stretched out we were able to get a firm footing across the sand. We did this for nearly eight miles one day and were nearly exhausted when we finished. "Anxious Crowd Assembled. "When we came to Wadsworth hill just outside of this city and the point where Winton and Shanks are said to have turned back, a large crowd of people were assembled at the hill to see if we were successful in making it. When we climbed across the long canvas strips at a good rate of speed they were surprised and with the assurance that our canvas would take us anywhere we troubled but little afterward. "Our next trouble was in going through the Humboldt country, where we found the roads made up of two deep ruts into which our wheels sank, but the center ridge between managed to catch the differential housing, leaving the wheels suspended in the air. We fought against this trouble all of one day and then decided to take to the sagebrush alongside the road. "The strength of this sagebrush can hardly be imagined. The canvas stretched beneath the body of the machine was soon torn to shreds. The handle of the shovel tied under the body ground completely off from contact with the brush. But these, after all, were mere trifling vexations. "Trip Through Pass. "The next stage of our journey was between Mills City and Winnemucca. The usual route between these two cities had been described to me as a succession of sandpits through which travel was almost impossible. So we decided upon an attempt to run through Dun Glen pass. This necessitated a climb of nearly 1500 feet through a canyon road. We had some unusual experiences through here. "One was when we were making an evening run to get away from the extreme heat of the day, and had just dusk and as we went along we passed one cow after another either seated or standing in the most ridiculous positions imaginable. Both Krarup and Allyn were imaginative sort of fellows and they were as nervous as they could be. The only thing I could think of was that we were 'seeing things'. "When we reached Winnemucca we inquired what the strange things were and were told that a band of drunken cowboys had shot a number of cattle out of sheer nervousness and had set them in these ludicrous positions to finish up with. In the dry heat they stiffened in the same positions that they had been set in. "New Style of Driving. "East of Wells we encountered a new style of driving. We had been told that driving would be easy from that on, but it was far from that. We had reached the upper part of the Humboldt River valley and the point where the Humboldt starts from a series of water holes. These, together with innumerable washes, came within an ace of ending our journey. "In one place we encountered a wash which only Allyn's heavy strength kept us from getting stalled in. We had dropped down into it after cutting away part of the bank with shovels and axes and were trying to get up the other side. When almost at the top the engine died and putting his shoulder behind the front wheels kept us in place while I started the engine again and with a jerk pulled it the rest of the way up. "On July 4 we reached Salt Lake City only to be arrested to appear in a suit for damages and breach of contract alleged by Robert, the guide we had discharged, and held for several days. "Criticism by Papers. "The papers in Salt Lake after we unmercifully and everybody in Utah called me that and I used it when I was naturalized. Now I would like to use my own name. "Judge Lowell thought awhile. Then he said: 'I sympathize deeply with this man. He asked a privilege which might be granted if the federal court had jurisdiction. His remedy is an appeal to the state probate court, it seems to me.' The appeal was dismissed.

Journal want ads bring results.

BLOW STRUCK AT SHIP SUBSIDY BY SECRETARY KNOX

Not Intentionally, of Course, but Those Argentine Battleship Contracts Are Boomerang to Subsidy Argument.

By John E. Lathrop. Washington, Feb. 19.—The Washington Post contains these two news items: "The bill of Congressman Humphrey, of Seattle, for ship subsidies has been reported favorably by the house committee and has the indorsement of the Taft administration." "Charles M. Schwab, of the steel trust, lauds Secretary Knox for using the state department's influence to obtain for shipbuilding concerns in the United States contracts for the construction of two mammoth battleships for Argentina. The contracts were obtained in competition with powerful shipbuilding companies of England, Germany, France and other European countries."

Answer to Humphrey Bill. This coincidence is alleged by opponents of ship subsidy to give the most complete answer to the supporters of the Humphrey bill that could have been devised by the most ingenious controversialist. Ship subsidy is urged by the Taft administration, the shipbuilders and certain Wall street interests, on the ground that we Americans cannot build ships in competition with foreign nations. Yet here is the open boast that American shipbuilding concerns bid against the world and got contracts for building warships of modern type.

Pacific Coast's Attitude. It has been always believed that public sentiment in Oregon is against ship subsidy. Yet here at the national capital ship subsidy supporters tell eastern people that the whole Pacific coast demands ship subsidy and will cause congress if it passes no such measure. It is well known that ship subsidy is asked for upon exactly the same grounds that high tariff advocates demanded the schedules which were written into the 1908 tariff bill; and adoption of ship subsidy will further entrench high tariffs thereon in the future.

Program of Anti-Subsidy Men. Opponents of ship subsidy do not merely offer a negative program in striving to defeat the subsidy measure. They lay down just one proposition as all-sufficient to enable the upbuilding of the American merchant marine—amend the shipping laws so as to make it lawful for any ship, wherever it shall have been built, to be registered under the flag of the United States. It is true that our merchant marine has declined to little or nothing; that in tonnage engaged in carrying foreign trade. But it has dwindled because of the law which prohibits ships built in other countries to be registered here. So that, say the opponents of ship subsidy, at the bottom of all this subsidy propaganda lies the desire of American shipbuilders to get unnaturally high protection for their output, in the face of the fact that our shipbuilders were able without bonus or subsidy to go into the open market and successfully bid against the whole world in the matter of the Argentine battleship contracts.

Merchant Ships Under Same Rule. Exactly that which applies economically to the building of warships—wages of mechanics, cost of raw materials, etc.—applies to building other ships—the merchant carriers. Builders of warships have to buy in the same market and employ the laborers from the same body of American workmen. It is regarded as significant that such world-renowned concerns as the German Krupp shipbuilding establishment were won in this Argentine matter by American companies.

The third of Tom Fitch's stories on the first transcontinental trip ever made by an automobile will appear in next Sunday's Journal. It will cover the trip between Denver and New York and the results of the trip.

THIRTY SENATORS SOON MUST FACE POPULAR OPINION

Among the Nation's Toga Wearers Whose Terms Are Nearing Close Are Several of Old Guard.

Washington, Feb. 19.—Before the close of the present calendar year, legislatures which are to choose the successors of 30 members of the present senate of the United States will have been elected. In accordance with the constitution of the United States, one third of the senate is chosen every two years, and that third of the present body which faces reelection or defeat this year contains some of the upper house of congress.

Of these 30 senators, the fate of five has been decided. Senators John W. Daniel of Virginia and Isidor Raymond of Maryland have already been chosen to succeed themselves. On the other hand, Senators Frank P. Flint of California, and Samuel H. Piles of Washington, Republicans, have both announced their voluntary retirement from the senate at the close of their present terms, and their primaries will be chosen by their constituents in their respective states this year. Senator Bernardo D. Money of Mississippi, the present minority leader of the senate, announced his purpose to retire from congress more than two years ago, and his successor, John Sharp Williams, former minority leader of the house, was chosen to succeed him, a year ago.

Of the remaining 25 senators whose fate is to be determined this year, only four are Democrats. Of the old guard of the senate, Nelson W. Aldrich, Julius C. Burrows, Eugene Hale, John Kean, Henry Cabot Lodge and Nathan B. Scott come up for reelection. Among the "progressive" senators who must face their constituents are Albert J. Beveridge, Moses E. Clapp and Robert M. La Follette. More than the usual quota of retiring senators are to be opposed for reelection this year. Aldrich's Term Soon Out. The most conspicuous senator in the list of senators whose terms expire next year is, of course, Senator Nelson W. Aldrich, the "boss" of the upper house. About a year ago, ex-Governor Utter of Rhode Island declared he had been authorized to say that Mr. Aldrich would not be a candidate to succeed himself for another term in the senate. This announcement proved premature, however, and immediately after the Christmas holidays, Mr. Aldrich let it be definitely known that he would be a candidate this year. So far as known, Senator Aldrich has no opposition in Rhode Island for reelection. It wouldn't affect the result if he had. One senator whose seat is actually in jeopardy is Albert J. Beveridge of In-

ROBINSON CRUSOE WANTS NAME CHANGED

Boston, Feb. 19.—A man who was born in Norway and who was naturalized in Boston under the name of Robinson Crusoe, in September, 1905, has applied to Judge Lowell, in the United States circuit court for leave to resume his own name. The man explained that his right name was Andrew Robert Kruse, and that he had been a sailor 20 years. "How did you come to use the name Robinson Crusoe?" was asked. "Well," replied Kruse, "my shipmates called me that and I used it when I was naturalized. Now I would like to use my own name."

Judge Lowell thought awhile. Then he said: "I sympathize deeply with this man. He asked a privilege which might be granted if the federal court had jurisdiction. His remedy is an appeal to the state probate court, it seems to me." The appeal was dismissed.

175 Automobiles Sold in Seven Days for \$350,000

Price LOW enough for EVERYONE—quality HIGH enough for ANYONE. THE GROWING POPULARITY AGAIN SHOWS THE WAY.

That we are a year ahead in superiority and design. The one best four-cylinder, 45 horsepower, seven-passenger Automobile that has been produced.

Largest and handsomest Cars ever made for the price—in a class by itself. Geared to the truth—the greatest tribute ever paid an Auto. Was our enormous sale made in seven days to individual buyers. A Car fit for the Millionaire—most comfortable, safest, simplest. An inexpensive to operate and maintain. Price within the reach of everyone. Your opportunity has come. Get in the hand wagon and ride with us. Take advantage of it and see the results. None just as good as the

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corns, upon an equal basis, with no in- vore or subsidies or bonuses. "If Secretary Knox can make the power of the state department get these Argentine contracts," said Chas. Clegg. "Why cannot he do it for builders of merchant ships? The peculiar coincidence of these two news items to which you call my attention constitutes a most happy omen for the contentions of advocates of ship subsidy."

Tomorrow (Monday) is positively the last day for discount on East Side gas bills. Read "Gas Tips."

Have you seen the Speedwell? Journal want ads bring results.

SIMPLICITY ACCESSIBILITY ECONOMY

are among the distinguishing features of the



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The design of the White Gasoline Car is at least one year in advance of any other American machine. The White possesses all the desirable qualities to be found in other high-grade cars, and in addition it has certain advantageous features which are not yet embodied in the others. Among these features are simplicity, accessibility and economy.

1. SIMPLICITY—There are fewer parts to the White than to any other car. Nothing essential has been omitted; well-thought-out design has eliminated superfluous parts.

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Even if you are planning to buy a cheaper car than the White Touring Car or Toy Tonneau at \$2000, an inspection of our cars will be of value to you, as you will see there features which sooner or later will be adopted by other progressive makers.

Licensed under Selden Patent. Write for catalogue of the White Steam and Gasoline Cars.

WHITE MOTOR CAR CO. 86 TENTH After March 1 we will be in our new building, corner of Sixth and Madison. The best and most modern garage in the city at the disposal of our customers.