

MORE RATIONAL RELIGION COMING, REV. L. R. DYOTT

Pastor of First Congregational Church Preaches Strong Sermon on "The Worth of Man" at Sunday Services.

"The Worth of a Man" was the subject of the sermon delivered yesterday morning at the First Congregational church by Rev. Luther Dyott, D. D. The pastor, Dr. Dyott took as his text: "I will make a man more rare than fine gold, even a man than the pure gold of Ophir." He said in part: "When the prophet uttered these words men of merit were very scarce in Babylon. It was easier to find gold in metal in Ophir than golden character in that famous city which had become intoxicated of iniquity. Men, formerly so numerous, so prevalent, so cheap in Babylon, were becoming increasingly rare because sin was ruining men. Sin always does that. Things go down with men. Babylon was about to fall because her men could not stand up. The irony, or satire, found in the comparison made in our text is occasioned by the over-estimate of gold and the under-estimate of men. But we are not to make a rigid application of our text to modern life, because men—real men—are more numerous today than they were when Isaiah said, as the voice of the Lord, 'I will make a man more rare than fine gold, even a man than the pure gold of Ophir.'"

Times Demand Higher Order. "The converse of the proposition is sustained, by modern manhood, and hence, our note of optimism with reference to modern manhood in the making. Our times demand a higher order of manhood, and despite the fact that today many who call themselves men, live the very worst manhood, our contention is that we are making a higher type of manhood for business, for the state and for all modern needs. Some men are liars, but more men are truthful; some men are dishonest, but more men are honest; some men have their price, but more men are not for sale.

"Everything is increasing, the evil as certainly as the good, but good is increasing more permanently and powerfully than evil, and even the awful exposure of modern conditions cannot blind optimism to the fact that we are good enough to expose evil, and let us believe that we have enough goodness to eventually correct the very evils we expose."

Manhood Today. "Our manhood today is struggling to match the new occasions which call for new duties, and the hope of the world, on the human side, lies in the worth of the average man. Much of this worth is hidden, and possibly, more of it is mixed with dross, but God is at work in this world. He is trying to get the gold of character out of the mine of manhood.

"He is refining this gold, and delivering it from the recreation or despondency. These things constitute the chief effort of God in the life of the men of today. God cannot fail. Hence his enterprise is not hopeless. Real manhood gives worth to material things because worth in the man is more than worth in the things of life. It is true that a man's life does not consist in the abundance of things which he possesses. It is not true that all that a man has will be given for his life."

More Rational Religion. "In regard to material possessions, a more rational religion is coming to take a new position. Money is not the root of all evil. It is the means of accomplishing good, if the people have it in the good. Therefore it is not the part of religion to denounce the winning of wealth in material things, but to help those who win such wealth honestly that they shall wisely and beneficently use the same.

"It is not to decrease the worth of the material, but to increase the worth of the moral, so that the spiritual shall spiritualize the material. Virtue is found neither in poverty nor in wealth, but in the man back of these things. Vice is found neither in poverty nor in wealth, but in the man back of these things. Avarice, pride, ambition, selfishness, love and religion all hold some attitude toward wealth.

"The only true attitude is that of religion, and it is this: I am desirous of honestly possessing wealth for the good I can do with it. Anything in safe in the hands of a man whose life is in the hands of God. It is God who gives a man his worth, and that worth is found in those virtues and graces which make him worth more than fine gold. A man of worth may be called upon to endure many trials in life, but these trials will not ruin him. They will deliver the golden faith."

SECRETARY OF NAVY MEYER SAYS COAST FLEET MUST AWAIT OPENING OF CANAL

Washington, Dec. 5.—Secretary of the Navy, George von L. Meyer in his annual report to the president and congress makes the following recommendations:

In my last annual report your attention was not invited to the fact that the navy department organization, which you approved and which was put into effect on the 1st of December last, was, to a certain extent, the outcome of the final report of the commission on naval reorganization headed by Mr. Justice Moody, which report was submitted to the president on February 23, 1909. It is true that there are differences between the report of this commission and the organization which was adopted, but the general plan of navy department organization and the provision for the duties of the assistant secretary and the division of naval operations, personnel, inspection, and material are the same. It is proper that this fact should be generally recognized, as well as the fact that the report of this commission has formed the basis of the changes made.

Results of Present Organization. The present organization of the navy department (or so much as concerns the aids), which aimed to place at the disposal of the secretary expert knowledge and information, is order that might keep in touch with what was going on, has now been in operation practically a year. In consequence, the business of the department has been expedited and the secretary is, without question, better informed on the workings of the department than has been possible under any previous system.

It may be recalled that my last annual report explained the grouping of the different bureaus of the navy department into divisions and the appointment of four aids, who were to keep informed as to the working of each division and supply the secretary with the necessary expert advice on the duties coming under those divisions.

The aids have not had during the past year any executive authority and have not signed orders to the fleet nor to the bureaus of the navy department. No statutory change in the organization of the department has been made, except the provision in the last appropriation bill for temporarily abolishing the bureau of equipment for one year and the consolidation of store accounts for two years in the deficiency bill, both taking effect July 1, 1910.

Work of Aids. The work accomplished and the improvements resulting from the advice of the aids has been exceedingly gratifying.

The aid for operations, Rear Admiral Wainwright, has worked out a reorganization of the battleship fleet and the torpedo vessels which has brought about markedly greater efficiency. It has also produced a more even amount of repair work at navy yards. This is of importance as a greater economy ensues and it keeps a more uniform number of good workmen employed. The work of the general board, war college and office of naval intelligence has been better coordinated, so that our war plans and strategic studies are up to date. On account of the aid for operations being a member of the general board, the military advice and recommendations from the general board and the fleet have been recorded with the necessary limitations made by the technical bureaus.

Location of Battle Fleet. There has been a constant desire on the part of the people of the Pacific coast for the maintenance of the battle fleet on that coast. During my recent visit of inspection on the Pacific coast these views were frequently expressed, and I endeavored to make it clear, in conversation and in speeches at public gatherings, that it was not considered advisable to maintain the battle fleet in the Pacific ocean, at least so long as the Panama canal is open. Generally speaking, these views were accepted and acquiesced in.

With the difference in the cost of coal when it is supplied by our own colliers (supposed that sufficient colliers were available) it would cost nearly \$4,000,000 a year more to maintain the fleet in the Pacific than it does to maintain it in the Atlantic ocean. No suitable coal mined on the Pacific coast is yet available, so that the permanent transfer of the fleet to the Pacific ocean would call for an increased expenditure of at least the

and hope and love from their dross. The tests of character in everyday affairs, the trials and temptations we endure, even the sorrows and troubles which otherwise would overwhelm us work together for our good when we have God. The worth of a man is revealed through these things. And furthermore, it is evidenced through service, sacrifice and love which never fails in practical altruism.

"We should cooperate with God in his effort to bring out our worth and do what we can to appeal to the worth in others and help God bring out that worth also. A man's worth in life should be evidenced in his work for life. Our immortality in the world to come should be matched by an immortal influence we leave in the world which now is."

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sum mentioned. Should the coal be transported entirely in American bottoms this cost would be increased at least 25 per cent. In addition to this matter of coal, the cost of navy yard repairs and of all supplies on the west coast is somewhat greater than on the Atlantic.

The facilities existing on the Pacific coast, particularly as regards docks, are not yet sufficient to maintain a large fleet comprising 16 or more battle ships and the other component parts of a fleet, and will not be for some time to come. On account of these reasons, largely economic, it would appear inadvisable to transfer the fleet to the Pacific, even if there were no other reasons; but it is considered that the place for the fleet, at least until the Panama canal is completed, is in the Atlantic. Our responsibilities in regard to the Panama canal will probably properly call for the presence of the fleet in or near the Caribbean sea, unless some emergency should arise calling for its presence elsewhere.

When the Panama canal is opened the fleet can pass from one ocean to the other, and it would then, probably, with the increased facilities of the two navy yards on the Pacific coast, which are visible, spend different periods of time in each ocean. It would also seem to be practicable for the fleet to make cruises at different times, somewhat after the principle of the battleship cruise around the world, and the Pacific ocean is well adapted for exercise of that character.

The navy is dependent in the Pacific on coal shipped from the Atlantic coast, owing to the fact that no satisfactory steaming coal has yet been found in the Pacific coast states. Efforts are now being made, however, to find such a coal, and the department has begun a series of tests of the most promising Pacific coast coals, which tests will be carried out by an armored cruiser in competition with another vessel burning the standard east coast coal. It is the intention of the department to make these tests exhaustive and to carry them out under such conditions as will definitely settle the question as to the suitability of Pacific coast coal for naval vessels and as to the relative value of this coal as compared with the east coast coals.

Briefly stated, the disadvantages of using west coast coals have, in the past, been found to be their inferior keeping quality in storage, their unsuitability for forced draft, their injurious effect on marine boilers, necessitating undue cost for upkeep and repairs, and their comparatively poor calorific value compared with standard navy coal. By using west coast coals, the steaming radius of ships would be decreased about 20 per cent.

During the last three years the average freight rate for coal shipped in American vessels to the Pacific coast was about 77 per cent. The rate in foreign steamers averaged about 43.90. The American bids have ranged from \$7 to \$13.50 per ton for shipments in American steamers; but, even at such rates, very few tenders of American bottoms are made. In fact, there are not enough American steamers available to supply our fleet in the Pacific at such excessive freight rates. At present a differential of 50 per cent is allowed in favor of American ships, and shipments are made in American bottoms whenever they can be obtained at a figure not greater than 70 per cent in excess of rates in foreign bottoms.

Aviation. November 14 Eugene Ely made an experiment at Hampton Roads in flying in a Curtiss biplane from the deck of the U. S. S. Birmingham, which had been furnished by the department. The object was to demonstrate the possibility of an aeroplane being used as a scout leaving a ship for scout purposes. A temporary platform was placed forward on the Birmingham for the purpose of assisting the aviator with the ship's speed by steaming ahead to wind. Mr. Ely did not, however, need this help, and easily succeeded in making the flight while the ship was at anchor, thereby increasing the value of the experiment.

This experiment demonstrated the conditions governing the location of future platforms on shipboard for this purpose, and showed that they could be installed without interfering seriously with the other features of the ship. Landing on or near a ship on returning with information from a scouting trip appears to be practicable.

This experiment and the advances which have been made in aviation seem to demonstrate that it is destined to perform some part in the warfare of the future. It appears likely that this will be limited to scouting. A scout which is not strong enough to pierce the enemy's line can get as near as possible and then send an aeroplane 30 or 40 miles inland, to inform the fleet, and then return to the scout. Even if the aviator did not land on the scout he could be brought on board and deliver his information. The loss of an aeroplane would be of no moment as the ship could carry others. The distinct value of service of this kind is easily seen.

The department contemplates further experiments along these lines, with the belief that it will be necessary in the near future to equip all scouts with one or more aeroplanes to increase the distance at which information can be secured.

For the purpose of carrying on such experiments the department recommends that \$25,000 be authorized.

After a study of this question and a personal inspection of Mare Island and the available sites on San Francisco Bay, I conclude that it will be necessary to establish a docking and repair station for battleships on San Francisco Bay in some locality yet to be selected. I have examined several locations, which are now being considered. Such a repair station should include one or more docks of the largest size, with ample depth of water for taking our largest existing and contemplated battleships, and such additional repair facilities as may be necessary for the repair of the damaged hulls of battleships. The docks would always be used for taking the largest vessels of the navy and the facilities for repair should be limited to what is absolutely necessary for the repair of damaged battleship. This matter will be taken up and further recommendation made when the best course is decided on.

Unless the deep water battleship repair station is established at San Francisco the fleet must inevitably depend upon the Puget Sound navy yard for its docking and repair. While this fact seems beyond question, it must be pointed out that it will not do to depend upon one navy yard alone for docking and repair facilities for the battleship fleet.

I find, particularly in the vicinity of San Francisco and also at other naval stations, that there has been a tendency in the past to scatter the different adjuncts of the navy yard and to place them at distances somewhat removed from the navy yard itself. This is an uneconomical and unbusinesslike method, and I propose to correct it wherever possible and to have established here-

after a uniform policy for the extension of navy yard facilities in such a way that the new adjuncts to a navy yard will be located near by, with the idea of preventing the growth of separate naval establishments.

Death of Dayton Pioneer. Dayton, Or., Dec. 5.—The death of William Cain occurred Friday evening, after a brief illness. Mr. Cain was born in the Isle of Man, August 12, 1839, and was married to Elizabeth Moore in 1857, coming to Illinois the same year, and removing to Dayton in 1877. Besides his wife he is survived by five children, Mrs. Ada Willis of McMinnville, Mrs. Emily J. Nichols of Dayton, Mrs. Mona E. Coffin of Springfield, Mrs. Anna E. McNish and William H. Cain of Dayton. The funeral was held yesterday from the Methodist church.

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