

BISHOP MATT HUGHES LAYS GREAT STRESS ON CONNECTIONALISM

Methodist Leader Urges Need
of Standing for Church In-
stead of Standing Alone.

DR. CROWDER IS TO SPEAK

Minister Is Orator Who Made Great
Talk at Laymen's Missionary Con-
ference Year Ago at Portland.

"Connectionalism," that unity of
purpose which demands that its minis-
ters work for the church as a whole
rather than for individual units, was the
theme of an address by Bishop
Matthew S. Hughes, resident bishop of
the Pacific northwest, at this morning's
session of the Methodist areal confer-
ence.

Bishop Hughes employed what is
known as the "bishop's hour" to im-
press upon the district superintendents
and others present the great need of
the standing for the Methodist Episco-
pal church as a whole, instead of
trying to stand alone.

Dr. Clarence True Wilson, formerly
of Portland, who is now stationed in
Washington, D. C. as secretary of
temperance and morals for the general
Methodist Episcopal church, and Dr.
W. H. Howells of Buffalo, N. Y., sec-
retary of the church's deacons' board,
were the other speakers of the
forenoon.

Conference Closes Tomorrow.
The areal meeting will close to-
morrow afternoon with a recep-
tion given by Bishop and Mrs.
Matthew S. Hughes to visitors and
Portland pastors and their wives from
3 to 5 o'clock at the episcopal resi-
dence, 405 East Twenty-fourth street.
Lunch is being served each noon and
dinner at 5:30 o'clock each evening
for those in attendance at the confer-
ence, by the women of the First
church, Twelfth and Taylor streets.
The principal speaker at tonight's
session will be Dr. J. E. Crowder of
Seattle, who made the great talk of
the laymen's missionary conference
held here last year. He will talk on
"The Modern Front of the Episco-
pal Church." A remarkable and a re-
markable address is expected.

The areal conference is in effect a
school of methods, a meeting at which
experts in church work impart to the
clergy of a given area the results of
their studies and experiments. It is
like a meeting of the teachers under
a superintendent.

Coincidence Is Curious.
Dr. T. B. Ford, district superin-
tendent at Salem, is chairman of the
golden program committee, which has
charge of arranging the program for
this area, consisting of Oregon, Wash-
ington, northern Idaho and Alaska.

The areal conference now in session
is remarkable in that the two bishops
present are brothers, and both out-
standing figures in the Methodist
church. Both have worked in the
episcopal area, and each has Portland in
his charge.

Bishop Edwin H. Hughes, D. D., LL.
D., of Boston, is senior to his brother,
Bishop Matthew S. Hughes of Port-
land, however, in elevation to the epis-
copate. He is a former president of
De Pauw university, and was head of
the San Francisco area before going
to Boston.

Japanese Mother Kills Babes and Self

San Francisco, Jan. 17.—(U. P.)—
When the patter of little feet on the
floor of an apartment on Hemlock
street had been strangely stilled for
two days, neighbors investigated early
today.

Dead in bed they found Mrs. Sankel
Kikuchi, wife of a Japanese news paper
man, and her four children, the oldest,
8. The odor of escaping gas revealed
that the little mother had tucked her
children in their beds and then as-
phyxiated them and herself.

Mrs. Kikuchi had been considered
"queer" for some time, and it is sus-
pected that the tragedy resulted from a
sudden fit of insanity.

BISHOP HUGHES CROSSES CONTINENT, MEETS BISHOP HUGHES



At the left, Methodist Episc at Bishop Matt S. Hughes of Portland, whose area includes all the Pacific northwest, and at the right, his brother, Bishop Edwin Hughes of Boston, whose area comprises the territory north of Boston, including Portland, Maine.

LOYALTY IS BASIS OF CHARACTER, DECLARES BISHOP E. H. HUGHES

Brilliant Men Who Succeeded
Until Unfaithful Acts Had
Brought Downfall Cited.

The necessity of loyalty, of the
brand which, beginning with self, ex-
pands to include the domestic circle,
friends, community, state, nation and
finally the world, was pounded home
by Edwin H. Hughes, Methodist Episco-
pal bishop of Boston, Mass., speak-
ing before a large audience at First
Methodist church last night. He de-
scribed it as the keystone of character,
the thing which more than all others
combined makes for real success in life.
Great stress was laid upon domestic
loyalty, instance after instance being
cited of men, brilliant leaders in po-
litical affairs, whose descent to com-
parative oblivion followed closely upon
discovery of domestic infidelity. True
loyalty he pictured as a pyramid with
loyalty to oneself, in the deeper and
more sacred sense, as the base, and
loyalty to all mankind as the apex.

"God Hates Short Cuts."
"God does not countenance short
cuts," he declared.

"The man who is not loyal and true
in the narrower circle of home and
friends would become a traitor, with
sufficient inducement offered, it is
trusted with large responsibilities."
Born in West Virginia, Bishop
Hughes declared that to him the Ohio
river is more beautiful than the Col-
umbia, the hills of his native state
far superior to Mount Hood, Mount Si,
Helens or Mount Shasta. He had lived
eight years in San Francisco and said
that in a foot race between a San
Franciscan and a Portlander he would
boost for the California man and
would detest a Portlander who would
not encourage the other man. From
this he progressed to the declaration
that the Stars and Stripes is the most
beautiful flag in the world.
The speaker declared that he has no
patience with the man who declares

himself a citizen of the world and pro-
fesses no superior loyalty to any par-
ticular country. This kind of man he
termed a shallow cosmopolite, reiterat-
ing that the cosmopolitanism of real
value to the world begins with the
heartstone and radiates in an ever-
widening circle to include the entire
earth. In this connection he recalled
that the author of "My Country 'Tis
of Thee," was also the author of the
most inspiring missionary hymn
known to Methodism.
Bishop Hughes is in Portland as the
guest of his brother, Bishop Matt S.
Hughes, of this city, and while here
is attending the three-day conference
of the Portland area.

Wireless Messages Carry 11,500 Miles

Operators on Limer Sonoma in Pacific
Converse With German Station—
Also Talk With New Jersey Plant.

San Francisco, Jan. 17.—(P. N. S.)—
A new world's record in long-distance
wireless communication was revealed
today with the arrival of the Oceanic
liner Sonoma.

Royden Thomberg and Cito Bowers,
wireless operators on the vessel, picked
up the call "Q. U. I." two days out of
Sydney. The call came from the station
at Ellville, Germany, a distance of
11,500 miles. They answered the Ger-
man operators and conversed with him
nightly on several occasions. Efforts
to communicate with him during the
days were unsuccessful.

The Sonoma also was in touch a
times with the station at Tuckerton,
N. J.

Theatre Manager in City on Business

C. S. Jensen of Seattle, member of
the firm of Jensen & Von Herberg,
owners and managers of the Columbia
theatre in this city, is in Portland on
one of his periodical business trips.
He is a guest at the Hotel Benson.
Mrs. Jensen is most enthusiastic
over the new photoplay theatre being
built by Jensen & Von Herberg in
Butte to cost \$250,000. Construction
has already begun and it is expected
that it will be completed for formal
opening about April. Mr. Jensen ex-
pects to go to Butte from here.
Jensen & Von Herberg also operate
theatres in Seattle.

IF ADVANTAGES ARE GRASPED VANCOUVER WILL BE GREAT CITY

Nature Has Endowed Site
With Wonderful Resources
That Invite Development.

By Fred Lockley.

Vancover, Wash., Jan. 17.—Within
the last few months we saw on the
front pages of the daily papers black-
faced headlines telling of the car
shortage and the consequent loss to
shippers. Here in America we kill off
our wild game, waste our forests and
let shrewd and far-seeing exploiters
gobble up our water power. When we
have wasted our prodigious patrimony
we will begin to realize the necessity
of conserving our resources and utiliz-
ing our latent and as yet unvalued op-
portunities. The day is coming when
every city favorably located on a nav-
igable stream will ask no other ad-
vantage.

How little Vancover realizes the
wonderful asset it possesses in its in-
comparable location. Samuel Hill, the
road builder, said to me not long ago:
"Some years ago I stood on the bank
of the Rhine in Germany for an hour
or more watching the river traffic.
One barge followed another in rapid
succession. One might almost as well
wait on the river bank for the water to
quit flowing by, as for the stream of
river traffic to cease."
Four fifths of Germany's inland
freight traffic is carried by water.

Rate Is Lower.
On the Ohio and Mississippi rivers
the rate on the river barges on heavy
freight is less than 5 per cent of the rail-
rate on similar freight. In other words
you can ship 20 tons by barge for what
it will cost you to ship one ton by
rail. Engineers tell us that a single
horsepower will move two tons for a
distance of three miles in an hour in a
wagon, that the same horsepower
will move 15 tons on a railway car, or
90 tons on board a boat. On the road-
way with your team and wagon it will
cost you 10 cents per ton per mile pro-
viding the roadway is well constructed
and in good repair. It will cost you
more than 7 mills per ton per mile
on the railroad, and less than a single
mill per ton per mile on a Lake
Superior barge. In other words for \$1
you can haul a ton of freight 10 miles
on the road, 127 miles on the railroad,
1250 miles on the Great Lakes and
more than 2000 miles by river barges
on the Ohio or Mississippi.

Some day the railroads and the people
will realize that the good of all
will be advanced by supplementing
railroads with water lines for the
transportation of heavy and bulky
freight.

No Car Shortage Then.
When that day comes there will be
no "car shortage" no "freight car
 famine," for the coal and hay, the
wheat and lumber, ore and wool
and other bulky crops will be travel-
ing by inland water transportation
while the railroads are free to
transport fruit and vegetables and
other perishable freight that requires
quick transit.

Some years ago I heard an address
by Judge M. C. George that has dwelt
in my memory ever since. He showed
how the general flow of the Columbia
is from east to west, paralleling the
world's trade courses in contrast to
the Hudson and the Mississippi, which
with their flow north and south travel
across the natural trade lines of world
commerce.

Judge George showed charts of the
rain and melting snow that helped to
form the Columbia, showing that more
water empties into the Pacific from
the Columbia river than is emptied
into the Gulf of Mexico by the Missis-
sippi river. He gave the official
figures that prove more water flows
over Spokane Falls than passes Cin-
cinnati in the Ohio river. He showed
how the Columbia river extends inland
and eastward one third of the distance
to Chicago and one quarter of the dis-
tance to New York city.

Stop for a moment and think what
this means to a city located as is Van-
cover. It means that largely by
water an area of 250,000 square miles
embraced within the Columbia river
basin is tributary to this city. It
means that the Columbia is free to
the cross lines of travel up and down
the coast. That she has easy access to
the Puget sound country by rail and
by water via the Columbia and the
ocean, that she has easy access to the
Willamette valley and California by
rail and that she has direct connec-
tion by water with California coastal
points such as San Francisco, Los
Angeles and San Diego. It means that
rail lines following water grades come
down to Vancover river. Think of the
logs and lumber, the wheat and wool,

the ore and fruit, the livestock and all
the other products of the rich and ex-
tensive Columbia river basin that are
easily accessible to Vancover.

Has Power, Too.
Think of Vancover's location on a
river navigable for 2000 miles. Think
of the power at Celilo and Priest
Rapids and elsewhere on the Colum-
bia. What does that mean from the
manufacturing standpoint? It means
that somewhere on the Columbia, at
Celilo, or perhaps at Priest Rapids,
there are latent possibilities of build-
ing up power and electrical possibil-
ities that will make one of these places
the Niagara of the west.

What will the competitive deep
water rates resulting from the estab-
lishment of such an industry mean to
Vancover? Everything if the citizens
of Vancover are alert to grasp the
opportunity and put their money in the
upbuilding of industrial enterprises
and manufacturing industries. With
the short cut of the Panama canal if
the communities along the Columbia
will only have the vision to look be-
yond selling real estate at inflated
prices to "eastern suckers" and will
put their minds and energies to the
development of payoffs in such enter-
prises as shipyards, mills, canneries
and manufacturing plants Vancover
will become what nature has destined
her for—a great city.

Millwork and Rope for Canal.
The Chamber of Commerce today
received proposals from the war de-
partment for supplying a quantity of
millwork and rope for use at the Pan-
ama canal. Some 137 pairs of ash
doors are required; 203 sash casements;
28 panel doors and a large assortment
of miscellaneous millwork.

Stock Exchange Inquiry Asked.
Washington, Jan. 17.—(U. P.)—Rep-
resentative Emerson today introduced
a resolution for an investigation of
the stock exchange by a committee
equal as to political parties. A \$50,000
appropriation is asked.

CHAMBER PROPOSES TO EDUCATE WAR DEPT. BECAUSE OF LOST BID

Hope of Landing 13,000 Ton
Cement, 5,000,000 Foot
Lumber Contract Dwindles.

WILL CONSIDER DOCKAGE

Inasmuch as Quartermaster Was Un-
familiar With Portland Proposals,
Change Is Now Impossible.

Apparently unable, so far, to per-
suade the war department to recognize
Portland as one of the ports of the Pa-
cific, so far as the delivery of supplies
at tidewater is concerned, the Cham-
ber of Commerce proposes now to con-
tinue the campaign of education it has
been waging for years. In the mean-
time, hope of being able to compete for
13,000 tons of cement and some 5,000,
000 feet of lumber for army use is
dwindling.

It has long been argued to war de-
partment officials that army trans-
ports could call here for complete car-
goes of supplies as easily as at any
other port. On the last large proposal
for bids for materials to use at Scho-
field barracks, however, delivery at Se-
attle or at San Francisco alone was
provided for, Portland being left out.
It has been brought to the attention

of the war department that Portland
has facilities for delivering cargo to
vessels equal to those at Seattle and
San Francisco. It was pointed out
also that Portland has a cement plant
capable of turning out as good cement
in as large quantities as the army's
uses might demand. Portland's lum-
ber facilities have long been a matter
of record.

But the latest overtures to the de-
partment have developed the informa-
tion that transports have not been sent
to Portland to pick up cargoes because
of the extra steaming required. If
Portland producers of lumber and ce-
ment hope to participate in any of the
business outlined by the department,
they must make tenders sufficiently
low that the added freight charges to
Seattle will still make their bids under
the Seattle bids.

Will Not Give Up Fight.
W. D. H. Dodson, executive secre-
tary of the chamber, said today that
in the face of the latest refusal of the
department to consider Portland, the
chamber proposes to continue the
fight, inasmuch as practically every-
thing used by the department is pro-
duced here in large quantities.

Dispatches received today from
Washington state that the war de-
partment repeats its refusal to name
Portland as a point for the delivery
of cement and other materials for
Schofield barracks.

Officials state they will consider the
offer of docking facilities from Port-
land, but do not know what the propo-
sition consists of and had nothing of
that kind before them when bids were
advertised. It is now too late to make
any changes, they said.

Transports will start from Seattle,
it is stated, going by way of San
Francisco, so that little time is lost
in picking up divided cargo, while the
trip into Portland would involve addi-
tional steaming.

"Transports have rarely gone into
Portland," says the quartermaster gen-
eral in a letter to Senator Chamber-
lain today, "so that this office is un-

Airguns and Boys Figure in Tragedy

Christmas Gifts to Urchins Were Used
in Slaughter of Birds, Until Humane
Society Interposed.

Two little airguns are today in the
custody of the Oregon Humane society
and the hearts of two little Portland
boys are saddened. But the lives of
some 75 wild birds which were snuffed
out by the amateur hunters will re-
main only a fond memory of the feath-
ered friends who were wont to eat the
crumbs that had been cast upon the
snow-covered ground by kind friends.
The airguns were Christmas gifts
and the urchins who employed them
in the ruthless slaughter of the "inno-
cents" have now been induced to be-
come "good peace officers." They
have promised that they will not take
the lives of any more birds and on
this promise the Humane society has
decided that it will not prosecute the
offenders.

The parents of the lads have joined
in the agreement to see that there
are no more similar violations of the
law, so far as their children are con-
cerned.

During the winter snow spell the
boys had crept up on the flocks of
birds which were feeding in one of
the outlying sections of the city. The
boys peeped away at the birds glee-
fully, not realizing that they were do-
ing anything wrong. Their mark-
manship proved unerring and after the
attack was over the maimed and life-
less bodies of the birds were carried
from the field in a gunnysack.

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