

The Oregonian

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Oakland, Cal.—W. H. Johnson, Fourteenth and Franklin streets; W. H. Jackson, News Stand; B. E. Amos, manager five wagons. Goldfield, Nev.—Louie Pollin; C. E. Hunter.

Eureka, Cal.—Call-Chronicle Agency; Eureka News Co. Portland, Wednesday, Jan. 1, 1908.

A THOUGHT AND A REVIEW.

The New Year finds nearly the whole naval and military of the United States en voyage for the Pacific. It is a suggestion of the vast changes of the recent time. Let it be observed that discovery of America and circumnavigation of the earth belong to recent time. Our ships are now approaching the track pursued by Magellan, first circumnavigator, in 1521, just 387 years ago. It is but a short time in the history of man upon the earth; yet the ship that first marked a furrow with its keel round the globe changed the whole intellectual status of man, as to his relations both with the visible and invisible world. In every way the consequences of this voyage were to the last degree important. It led quickly to results by which the commercial arrangements of Europe were completely dislocated. The relations of the East and West were changed; maritime energy was transferred from the Mediterranean Basin to the west and north of Europe. Hence the discovery of America and the circumnavigation of the globe were the first steps towards the conditions of the modern time. The front of Europe was suddenly changed; the British Islands, hitherto in a sequestered and eccentric position, apparently little favored by Nature, were all at once put in the van of a new movement that has changed the face of the world. A war fleet embodying the strength and power of the New World is now to pass through the Straits of Magellan, in the track of the pioneer band whose voyage revealed to man the realities and the possibilities of the world he lives in.

The cloud which from the beginning of things had hung thick and dark round the borders of civilization was suddenly lifted; the feeling of mysterious and unexplained things regarded the firm plain of the earth and the encircling ocean ever since the days of Homer and the oldest of geographers and astronomers taught them that the earth was an insignificant globe, which so far from being the center of the universe, was itself swept round in the motion of one of the least of its countless systems. Again, the notions that had hitherto prevailed of man's place in nature, and of his relations to the supernatural, were rudely shaken by the knowledge that was soon gained of tribes in every stage of culture and living under every variety of condition, who had developed apart from the influences of the Eastern Hemisphere. New conceptions arose of the mind and work of God in his world. The obstacles to the progress of science met was a theological conception based on ecclesiastical authority, which maintained an intense and intolerant opposition, and which still asserts itself, though feebly, through utterance of synods and councils and catechisms and articles, but which must yield steadily, and finally, must yield completely, to the progress of science. For theology and religion, that once dominated government and law and physical science, have not yet been fully reduced to their own domain. But they are fast on the way to this submission to an authority over which they never had any right of control. To religion belongs its own empire, which is that of the personal and individual human soul. But in the direction of emancipation of the human mind something has been done steadily, and finally, must yield completely, to the progress of science.

Trans-Atlantic passenger traffic for 1907 exceeded that for 1906 by nearly a million passengers, reaching a total of 2,957,328. This remarkable traffic accounts for construction of so many new ocean liners for the great lines that are handling it. At the very low estimate of \$50 per head, this army of travelers would have paid in steamship fares about \$150,000,000—a sum sufficient to build and equip approximately twenty-five ships of the Lusitania type, or about fifty magnificent floating palaces like the Amerika and the Augusta Victoria. The Americans have not participated in this big business to any great extent, the principal reason being the refusal of the Government to permit them to buy

work of Copernicus, "De Revolutionibus Orbium," which was intended to achieve for all time the miracle of Joshua, "Sun, stand thou still!" Every modern philosophical writer declares that the first grand discovery of modern times is the immense extension of the human space. The idea shows man where he is and to an extent what he is. And the second great discovery is the immense and perhaps limitless extension of the universe in time. Geographical discovery quickly brought astronomical science to a right basis. Thanks to mathematics, astronomy within the limits of our solar system—nearly an exact science. True, we cannot tell whether Mars is inhabited, but we know the place of Mars in the system, as we know the place of our own planet. It is no longer necessary to wait upon the whims of the gods of Moses and of Paul. Ours is not an irreligious age, but it has nearly cleared itself of the theological lumber of the former time, and almost of ecclesiastical authority in matters of politics and secular government, and to an extent in moral science, too. Yet this change has had no effect on theistic faith, except to widen and glorify it.

It is with political geography that we are now immediately concerned. The Pacific Ocean is becoming more and more the theater of our interest for the future, and the American shore of this greatest of oceans, we face new movements and new destinies. Political geography is among the most interesting and important branches of historical study. What, then, is to be the political influence of the United States upon the Pacific upon the countries that border it? Commercial movement and industrial forces depend always in great degree on political influence. With due regard for the rights of others, we want our just share—which is to be a large one—of physical science, and of the Pacific. Power at sea has always been the essential basis or condition of commercial expansion, as well as a contributory factor to internal growth. Naval power is necessary to the maintenance of any sphere of influence, and always to the greatest of our own country and the greatest of the world will be taught even to the people of our own Eastern States by the movement of the great fleet to the Pacific. It is an addendum to the lesson taught by the first circumnavigation of the earth.

PORTLAND'S MARITIME GROWTH. With all branches of our commercial and financial system showing such remarkable gains in 1907, it is not easy to select any particular feature for special mention. As it was the ocean commerce, however, that made possible development of the internal resources of the Columbia Basin, it is, of course, entitled to precedence over all other features which have since been mentioned. The statistics show that more than 1200 vessels of 1,700,000 tons register, and of approximately 3,500,000 tons carrying capacity, have entered and cleared from Portland during the twelve months just ended. While these figures speak eloquently of our commercial growth, their true meaning can be best understood when it is explained that the average draft of the large carriers was greater than ever, and that the carrying capacity of the largest type of steamers coming here for grain has increased 100,000 bushels in the past five years. The 20,000-bushel carrier of a generation ago was too large for the river, and in those days it was not infrequently necessary to lighten a portion of the cargo to get the steamer up the river. Fifteen years ago about the time the Port of Portland began active operations, it was necessary to lighten some of the ships carrying 100,000 bushels, but now immense carriers drawing twenty-six feet of water and carrying more than 250,000 bushels of grain are coming from Portland to Astoria without lighters and without delay. With the increasing size of these vessels has come a corresponding reduction in freight rates, so that all of the money that Portland has spent improving the channel, that these big freighters could reach the docks, has been directly to the advantage of the producers of the Inland Empire. The demonstration of this fact has been so plain that the project for a still deeper channel from Portland to the sea should have the support of every freight producer in the Columbia Basin. The building of the North Bank road, which will be in operation this year, and the improvements on the main line of the O. R. & N., have more than trebled the facilities for bringing freight out of the Inland Empire by a water-level route. This increased traffic must find easy and quick dispatch to the sea. It reaches tidewater, and it is the duty of the Government to lend a hand and assist in the work in which Portland has made such a surprising showing, with attendant decrease in ocean freight rates. An open river from Portland to Montana would be of little use if the river below this city shall not be improved so that the increasing traffic can be handled economically. Completion of the jetty will do away with the delays now sometimes experienced by the larger class of vessels that load at Portland, and the channel above Astoria must be kept in condition to handle any vessel that can enter the river. By this manner only will the producers be enabled to secure to the fullest extent the advantages which Nature has conferred on them by a water-level haul to tidewater. If the good work which Portland has done in the past receives the assistance of all who have benefited by it, the ocean commerce of the Columbia five years hence will show vastly greater gains than those which were recorded in the year just closed.

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ships at the same rates at which they are available to the foreigners. The Hamburg-American, a German line, will spend some of its millions in building at a British yard the largest ship in the world. The bulk of the patronage to support the new levitation will come from Americans, but American registry will be denied the craft and we cannot compete with it with an American-built vessel.

THE STORY OF A GREAT STATE. The marvelous story of the progress Portland and the State of Oregon have made during the year just closed is told in detail by The Oregonian today. The recital is one to swell the heart of the loyal Oregonian with pride and to inspire him with a boundless faith in the state of his birth or adoption. So great are the natural resources and industrial opportunities of this empire in the Pacific Northwest that it is only when they are reviewed, as they are today reviewed in The Oregonian's New Year Annual, that they are brought within the perspective of the mind, and vision and grasped in their full significance. To the people of Portland, in particular, is the progress made by the state and the great territory tributary to this city, during the year just ended, a cause for pride and self-congratulation, for it renews and strengthens the faith they have ever had in the destiny of the city. Splendid as was the progress made by the city during 1907, when, as The Oregonian tells today, more than \$9,000,000 was spent in building operations, and every business activity reached a record made in the record-breaking year of 1906, there is every reason to believe that the tide has not yet reached its height and that the present year will set a mark still higher. The completion of the North Bank Railroad, by which James J. Hill makes Portland the terminus of both the Northern Pacific and Great Northern transcontinental lines and obtains a water-grade highway through the Cascade range to the Inland Empire and the East, was one of the great events of 1907, and a cause for congratulation, for it renews and strengthens the faith they have ever had in the destiny of the city. Splendid as was the progress made by the city during 1907, when, as The Oregonian tells today, more than \$9,000,000 was spent in building operations, and every business activity reached a record made in the record-breaking year of 1906, there is every reason to believe that the tide has not yet reached its height and that the present year will set a mark still higher.

SCIENCE AND INVENTION IN 1907. No extraordinary scientific discovery like that of radium or the Hertzsprung waves has signaled the year 1907. During the past twelve months science has continued like a powerful stream fed by many tributaries. The flow has been constant and even, with no period of surpassing flood. Every university in the world has contributed something to the steady advancement of knowledge, while the inventor's art has flourished, though nothing of epoch-making importance has been produced. For one thing, the problem of photographing objects in their natural colors has been virtually solved, while the delicate process of transmitting pictures by telegraph has been improved. The wireless telegraph has been perfected so that messages now easily traverse the Atlantic and ships crossing to Europe scarcely lose communication with the land throughout the voyage. Much remains to be done before this wonderful art becomes commercially available, but the path is open. Along the same line we have not forgotten the wireless telephony, which is now an accomplished fact, though not as yet applied in business. In a direction not quite so practical, perhaps, electricity has worked other marvels. The telharmonium cannot be numbered among the inventions of 1907, but it was not known to the public before last year. This is probably the most wonderful musical instrument ever invented, and the world will presently hear a great deal more about it. The subject of electricity naturally recalls Edison, but his annual achievements in this line were in another field. It is his concrete house, built so as to be one mass of solid stone, which is attracting most attention just now. This invention is especially interesting because it promises to give us cheap dwellings even after we have wasted our forests, a favor which we do not seem to deserve. The inventive genius of the world has been applied to transportation during 1907 more than anywhere else.

Resumption of full activity in the sawmills of Hoquiam and Astoria is indicative of generally favorable conditions throughout the Pacific Northwest. A multitude of savings bank depositors will put more than usual cheer into the greetings today and no little thankfulness. Beware today of that seductive drink artfully concocted with sugar and eggs. Happy New Year!

The internal combustion engine has been winning victory after victory. It is now used not only by farmers to do field work and by automobile makers, but it is encroaching upon the domain of the steam locomotive on the railroads. Here the future belongs not at all to electricity, but to gasoline and alcohol, which are cheaper and better. More interesting still is the gyroscopic car, which promises incalculable savings of time and material in transportation, together with greater safety to human life. If this invention fulfills its author's predictions it will revolutionize transportation throughout. Science has won its victories upon sea as well as land during 1907. The great Lusitania has appreciably lessened the time of transit across the Atlantic, while her vast bulk presents a more substantial immovability to the waves. In consequence, people who can afford to travel by the Lusitania escape seasickness. It is almost as stable as a country lane. In the air, too, science has gained something. The dirigible airship is now an unquestioned success, and has already been employed to the great advantage in war. Of course the next question is how to defend an army or city against it. All this, of course, makes a great noise in the world, but it is only preliminary to the genuine conquest of the air for the purposes of peace. This has yet to come.

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She had lived at Ocoota about six years and was universally known and respected. She leaves a husband and one son, a resident of Montesano. Greely Goes to California. VANCOUVER BARRACKS, Wash., Dec. 31.—(Special.)—General Greely, commander of the Department of the Dakotas, will leave tomorrow for Southern California, where he will spend the winter. Although no permanent commanders have been assigned to either the Department of the Dakotas or the Department of the Columbia, there is a general impression among the officers of the headquarters that General Ederly, who has lately been abroad studying military tactics, will assume command of the Department of the Dakotas. It is also generally thought that Colonel Woodbury will remain in command of the Department of the Columbia until next Spring. Robberies Numerous in Tacoma. TACOMA, Wash., Dec. 31.—(Special.)—Four burglaries and one attempted burglary, all evidently the work of hoboes, were reported to the police this morning. No place did the thieves secure over \$5, and in several places nothing was taken. The robberies were committed some time between 3 and 4 o'clock, while the patrolmen were changing shifts. Dixon Comes to Portland. VANCOUVER BARRACKS, Wash., Dec. 31.—(Special.)—Captain Harry E. Dixon, paymaster, has been assigned to station at Portland, succeeding Colonel Thomas Goodman, who was transferred to the Philippine Islands.

A NEW YEAR. Over the threshold a gallant newcomer Steppeth with tread that is royal to see; White as the Winter-time, rosy as Summer, Hope in his eyes, and his laugh ringeth free. Lo! in his hands there are gifts overflowing; Promises, prophecies, come in his train; O'er him the dawn in its beauty is glowing, Flee from his presence the shadows of pain. How shall we welcome him? Shall we remember One who as royally came to our door Twelve months ago when the winds of December Moaned in the treetops and raved on the shore? He, too, had largess of bounty to offer; He was as smiling, as gracious of mien; Only the beautiful sought he to proffer, Only such looks as were calm and serene. Now he has fled; and our hopes that have perished, Lovely ideals which never were found, Dreams that we followed and plans that we cherished, Lie, like the Autumn leaves, dead on the ground. So wilt thou cheat us with sign and with token— So wilt thou woo us to follow thee on, Till thy last sigh, through a lute that is broken, Till thy last vision is faded and gone. Nay! we are thankless indeed if we borrow Only the weary libretto of pain; Find in the retrospect nothing but sorrow, Count up our year in the tones that complain. Surely we're stronger through faith and endeavor; Surely are richer in courage and love; Surely are nearer the Infinite Ever— Nearer the dear ones who wait us above. Welcome, then, New Year, with stainless white pages, Though we may blot them ere long with our tears; So it has been through the long passing ages, Worn with the footprints of close-crowding years. Welcome, sweet year! may the full-handed hours Find us like servants who wait for their Lord; Using with earnest devotion our powers, Looking for him, and obeying his word. —ANONYMOUS.

HOPMEN MEET AT EUGENE. Ninety Per Cent of Them Join the Association. EUGENE, Or., Dec. 31.—(Special.)—Hopgrowers from Lane and Linn counties today met with the California committee, which is organizing the Pacific Coast Hopgrowers' Association, in the Eugene Commercial Club parlors. Mr. LeVigne was elected chairman and Dr. W. L. Cheshire secretary. A committee of five was appointed, consisting of Stephen Smeede, W. P. Cheshire, Lenn Stephens, R. O. Brady, James Seavey and George A. Dorris. W. E. Lovdahl, an extensive hopgrower of California, opened the meeting, outlining the purpose of the union and stating that upwards of 90 per cent of the Washington growers would join the organization. Attorney A. L. Shlan of Sacramento and Senator Woodward of San Diego explained the plans of the union. Over 90 per cent of the growers present signed the bylaws and seem enthusiastic over the prospect. Y. D. Hen will was chosen to represent Oregon for the territory comprising Lane, Linn, Douglas and Josephine counties. Supreme Court Decisions. SALEM, Or., Dec. 31.—(Special.)—In deciding the case of George A. Custer vs. City of Silverton today, the Supreme Court held that when a defendant in a criminal proceeding in a Justice's court calls for a trial by jury he is entitled to trial before a jury drawn from the precinct list as provided in chapter 5 of the Bellinger and Cotton Code. Similar action was taken in the case of the People vs. Josephine, in which the same questions were involved. The case of A. W. Stearns, appellant, vs. H. Wallenberg & Co., respondents, from Douglas County, was affirmed. Rehearing denied in the case of McLeod vs. Despain. Diptheria at Castle Rock. CASTLE ROCK, Wash., Dec. 31.—(Special.)—Yesterday afternoon the family of Jacob Umker, residing near Tuttle, this county, came to town, bringing with them a very sick child with them, which was found to be dangerously ill with diptheria. Everything possible was done for the little sufferer, but he died in a few hours after reaching here. Mr. and Mrs. Samuel Umker, at whose home the little one died, had planned to celebrate their golden wedding this evening, but joy has been turned into mourning. The other members of the family are under quarantine, and it is feared that the mother is coming down with the dread malady. Put Brand on Other's Logs. CASTLE ROCK, Wash., Dec. 31.—(Special.)—John L. Harris, manager of the Montesano Logging Company, and foreman A. E. Boydland, were arrested yesterday afternoon, charged with putting the brand of their company on logs belonging to the Jensen Logging Company. It appeared from the evidence that while the defendants admitted the act charged, Mr. Harris did not know the plaintiff's logs were in the boom. However, the justice saw fit to impose a small fine, and admonished them to go and sin no more. Rushing Grain to Tacoma. TACOMA, Wash., Dec. 31.—(Special.)—Tacoma received more cars of grain during December than any other month in the history of this port. The receipts almost reached 10,000 cars, which means that nearly three times as much grain was hauled to tidewater here this month as during December last year. It is the office of the state grain inspector closed last night, the Northern Pacific had already brought 2682 cars of wheat, 112 cars of oats, 57 cars of barley and 11 cars of corn, making an average of 95.4 cars a day. Second Officer Killed by Fall. GARDNER, Or., Dec. 31.—(Special.)—James McKeon, second officer of the steamer San Gabriel, was accidentally killed here the night of December 27, by falling from the deck and striking against the side of the rail of the schooner Louise, which was lying alongside, his neck being broken. He was a young man of good habits and well liked by all who knew him. He was a member of the I. O. F. of San Francisco. He will be buried by the local lodge here.

BAKER CITY, Or., Dec. 31.—(Special.)—E. Woodcock, a detective for the O. R. & N., brought five men to this city this morning from Huntington, having been bound over to await action by the grand jury for grand larceny. The men are alleged to be members of an organized gang whose purpose was to loot and rob cars. They would take grips, overcoats, towels and other articles from the trains while the passengers were eating at the lunch counters, and would also break into boxcars and remove merchandise. This thievery has been going on for some time and became so bad that a special officer was sent to Huntington to catch the guilty parties. Bride of Five Days Dies. WESTON, Or., Dec. 31.—(Special.)—The remains of Mrs. Rosa Sams were interred today in Weston Cemetery. The deceased was a bride of only five days, having married Willis Sams, a young farmer, on Christmas day. She suffered an attack of scarlet fever last Fall, which left her in a weakened condition and pneumonia was the immediate cause of death. She was 20 years old, the daughter of Samuel E. Phillips, a prominent pioneer farmer living on Day Creek, who claims to have been the first white child born in Oregon. Attacked by Vicious Bull. CASTLE ROCK, Wash., Dec. 31.—(Special.)—While E. R. Huntington, one of the oldest residents of this region, was attending to his usual daily work, he passed a vicious young bull, which attacked him from behind, knocking him down. Mr. Lampkin, his son-in-law, saw him groaning and he offered to rescue him. He found Mr. Huntington on his feet, but badly hurt, and assisted him to the house, where he since has been confined. Owing to his advanced years, it may be some time before he will entirely recover. Swindler Fleeces Chinese. WALLA WALLA, Wash., Dec. 31.—(Special.)—Nearly every Chinese merchant of this city has been victimized by a smooth swindler passing himself as a traveling representative of the Empire Distillery Company, of New York. The alleged salesman exhibited some fine samples of liquor which he offered to the Chinese at very tempting prices. One condition of the sale was that at least one-half of the purchase price be paid in advance. It is feared that the swindler has not been heard from since. Marshfield Is Marooned. MARSHFIELD, Or., Dec. 31.—(Special.)—Cooz Bay was never in worse condition than today. The quick communication with the outside world thru telegraph and telephone wires to Portland are down and the telephone lines to the Coquille Valley are not working on account of the floods. The railroad to the Coquille Valley is out of commission on account of the tracks being under water. There is yet several days' Christmas mail somewhere on the road in the mountains between here and Roseburg. Vain Search for Drowned Man. ALBANY, Or., Dec. 31.—(Special.)—Searching parties have been at work the past few days looking in vain for the body of Arch Ferguson, who was drowned in the Galapalosa River near this city, December 22. When Ferguson met his death the river was flooded and it was realized it would be impossible to make a thorough search of the river. Now that the river is back in its customary channel some hope was entertained of finding the body, but thus far all efforts have been fruitless.

Leg Broken in Fight. BURNS, Or., Dec. 31.—(Special.)—Clarence Luckey, a young man who is somewhat noted around the saloons, engaged in a fight today with a young man named Mosier, lately from Grant County. In the Windsor bar and came out of the melee with a broken leg, the tibia being fractured above the ankle. Luckey has been on a spree several days and was under the influence of liquor when he picked the quarrel.