

History of Y. M. C. A. Movement Given

THEN. Sixty-three years ago—December 29, 1851—the first Young Men's Christian Association was organized in the United States. In the winter of 1850, G. M. Vanderlip, a Columbia University student, while on his way to Edinburgh University, stopped in London. He did not like the prices he had to pay for foods in restaurants. Strolling through Gresham street lonely and looking for a cheaper restaurant, he walked into a large stucco building over the door of which was written "Y. M. C. A." He found cheer and comfort, friends, books, newspapers and cheap and excellent food. He had stepped from the cold, strange street into a new world. He wrote an enthusiastic descriptive letter to the Boston Watchman and Reflector. Thomas V. Sullivan, a retired sea captain of Boston, saw the letter, and went to London to see the institution. He returned to Boston with all the ardor and zeal that had inspired George Williams to organize the first Y. M. C. A. in London on June 6th, 1844. The old sea captain, who had been a score of times around the globe in a sailing ship, gathered a little band of young men in the old South Meeting House in Boston and there was born the first American Y. M. C. A. Under the English association, the Boston association laid great stress upon the association as a social resort. Its success was phenomenal from the start.

NOW. Today the total membership of the Young Men's Christian Associations of the world approximates 1,000,000 persons, 600,000 of whom are members of the American branch. Of the total of 9,105 associations, 2,421 of them are American. The American Association owns \$67,000,000 of the \$75,000,000 Y. M. C. A. property in the world. Branches are established in many different sections of the globe, such as the Esquimaux at Reykjavik, Iceland and the one for colored men at Nairobi, Africa, which was founded by Colonel Roosevelt when he was hunting there. Another association has been formed in Jerusalem. The work of the association has been gradually widening. At the outset its efforts were evangelical. Later came the drilling of leaders of men in different lines of work. Now the organization grapples with such questions as farming and hygiene in addition to its other work. On the battlefields of the present European war Y. M. C. A. members are playing an important part. Not only do they offer prayer for soldiers, but they also supply literature, stationery, various forms of recreations and amusements and clothing to them. Many of the secretaries now in charge of work on the battlefields are Americans.

History of Life Saving

THEN. One hundred and twenty-nine years ago January 5 the Massachusetts Humane Society built its first hut on Lovell's Island near Boston to succor the stranded mariners along the dangerous and desolate Cape Cod Coast. From that little dark red hut, the first house of mercy of the sea to be erected, arose a score of like huts along the coast that had been bleached with the bones of sailors for two centuries. In 1807 the first life boat station was organized at Cohasset and out of that sprung the most efficient life saving service of all the seven seas. At first if the wrecked and frozen sailor were lucky enough to land at one of these huts he found dry clothing and food and bedding and wood and the old flint and tinder to kindle a fire. This new haven of refuge lacked only the voice of a human brother to welcome him. It was on a stormy March night in 1807 that the first life boat on the American coast battled through the raging surf and picked up a half dozen gallors from a stranded schooner. In 1848 Congress recognized the noble work of this society by granting it an appropriation of \$10,000. Then the Government organized a small service of its own on Cape Cod. But not till the winter of 1871 did it put its heart ardently into a national life saving service.

NOW. Today there is a little army of 2,000 superb but silent heroes who nightly for eight months of the year patrol the longest and one of the most dangerous coasts in the world. If one could behold the scope of the work in a single glance he could see that these 2,000 men meet at a thousand stations on dark and lonely shores and exchange brass checks and bring these checks with them, on their return to their life stations as evidence that they patrolled the coast. Never has one of these faithful servants failed to come back promptly with the check of the patrol, unless he halted by a case of distress and even then his fellow patrol comes to meet him. Scores of men give their lives to the devouring sea to save life and millions of property. There are now 290 stations that have saved as many as 300 lives and literally every man in the service has been an actor in one or more of its ten thousand hero stories. In 1912 rescue service was rendered to 1671 vessels carrying 6,800 passengers, the total value of these vessels and their cargoes being \$11,000,000.

News of Near-by Towns

NEWS OF GARDINER.

Events Along the Umpqua As Told by The Courier.

Cliff Perkins of the Perkins confectionery since his return from Coos Bay points, is suffering from curvature of the arm.

Robert Fitzgibbons, well known in Gardiner, who formerly worked on the "Gleaner," but who has for the past five years been on the Nann Smith, has passed an examination and in two months more will be entitled to papers which will qualify him as chief engineer on any boat with a tonnage up to 3500 tons.

J. E. Fiekle bookkeeper and cashier for Reed, Janelle & Co., Saturday morning received the news of the death of his grandmother, Mrs. Mahoney, who resided at Oakland, Oregon. She was an old settler of that place.

The postoffice at this place has been swamped with mail and packages during the holiday week, the postmaster being a veritable Santa Claus in passing out and receiving packages which were coming and going through the mail.

The mill started up and ran for a while Thursday trying out some of the new machinery which has been recently installed, all of which seem to have worked well for a first trial run. Several cords of wood were cut under delivery at different parts of the mill.

GOLD BEACH SUBMARINE.

R. E. Knorr, the druggist, is a far-seeing man. He sees trouble with foreign navies and is using the old adage, "in time of peace prepare for war." Mr. Knorr is building a torpedo boat destroyer of the most modern type, to be thoroughly equipped and up to date in every respect. Some of the details he is keeping from the public, but he is willing to take the people into his confidence to the extent of assuring them protection.—Gold Beach Globe.

GOLD BEACH REFORMERS.

As this is the time of year for good resolutions turning over new leaves, etc., a bunch of local sports have gone the ordinary way one better by putting up a forfeit of \$25. It is to be known as the Gold Beach Anti-Tobacco League, any any of its members who use tobacco in any form within a year will forfeit to the others twenty-five dollars. Our sympathy goes out to the president and secretary of the league, Moas Averill and Chas. Gauntlett.—Gold Beach Globe.

NEW SUTHERLIN LINE.

According to Sutherland people here yesterday, a company engaged in the building of railroads has been looking over the ground relative to projecting an electric line from Sutherland into the Garden Valley district. Although no definite action has been taken as yet, it is well known that a company has such a plan in mind, and is making a preliminary survey.—Roseburg Review.

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Banking Houses and Real Estate	64,480.77
Cash and Sight Exchange	229,461.32
Total	\$934,338.39
LIABILITIES.	
Capital stock paid in	\$ 75,000.00
Surplus and Und. Profits	70,711.27
Deposits	788,627.12
Total	\$934,338.39

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