

OLD FATHERS

Fifty Years Ago a Solitude and for Only 32 Years a State - Commonwealth That has Thrived Upon Adversities.

By FREDERIC J. HASKIN.

Washington, Aug. 1.—Colorado, the Centennial State, today celebrates its thirty-second birthday. There are so many wonderful things in the United States that it is impossible to select one and say "this is the greatest thing in America." But if an American should be called upon to point out that one feature of his country which in itself is the epitome and reflection of a wonderful world progress and new world civilization, he would turn to Colorado.

On August 1, 1876, just 32 years ago, Colorado became one of the states of the federal union. Eighteen years before that Colorado was a waste of unknown civilization and which was uninhabited save by a few savages. It is just 50 years since the first introduction of civilization, the first permanent settlement, to the Colorado of today. History contains no more wonderful record than that of Colorado.

Cattle and Hospitality. Today Colorado ranks high among its sister states. As yet it has not the great population and silver wealth of California, but it has plenty of room. It mines up wondrous toll in gold and silver, lead and coal, each year.

It is also true in various other respects. This is also true in various other respects. This is also true in various other respects. This is also true in various other respects.

First Settlement and Seb Pike. Spanish gold seekers and missionaries were the first white people to enter the bounds of the present state of Colorado. They came in 1540, and they did not stay. In 1576, the year of American independence, a Spanish settlement was started in the southwestern part of the state, but it was abandoned in 1582.

Busted Georgian and H. Greeley. The old proverb about the "ill wind" is proved in the case of Colorado. For it is to the disastrous financial panic of 1857 that the state owes its birth. It was the result of the currency by the issue of state bank notes. It was a panic which struck rich and poor alike and destroyed by it. Most turned toward the west with hope for the future. Down in the mountains of Dawson county, he gathered several other companions in his fort on the Rocky mountains.

Before the summer was over Russell and his companions had been driven from the mountains. This was not to be a permanent mark of the advancing tide of civilization. Even the faded discovery of gold in 1859, did not excite great interest in the then far away lands.

Jefferson Not a Good Name. "Colorado" has not yet thought of for the territory. The greater part of the country called the western part of Kansas. The few people about Denver and Colorado Springs called it the "Rocky Mountain Territory."

The Panic Colorado's Friend. If history repeats itself, Colorado ought always to welcome a financial panic. The crash of 1857 brought civilization to the state, and in less direct fashion, the panic of 1873 brought Colorado to statehood. The latter panic had caused dissatisfaction with the Republican party and gave way to the Democrats. The Democrats believed they had a chance to elect a president in 1876. The Republicans needed new names to keep the Democrats from controlling both branches of congress.

One Way Tilden Was Beaten. The Republicans controlled the constitutional convention in New York and that body directed that the electors for the presidential contest of 1876 be selected by the legislature. There was not time enough to hold an election. The legislature was Republican and it selected three electors who cast their votes for Hayes, thereby defeating Tilden for the presidency. One of the chief leaders of the Republican party was Henry M. Tilden, who was chosen senator by the first legislature. He is still in the senate from Colorado, but he is now a Democrat. The leader of the Democrats then, as now, was Thomas M. Patterson.

For only 50 years as the home of civilization, for only 32 years a state in the union, Colorado has a right to be proud, on this birthday, of its wonderful accomplishments, of its glorious growth and of its glorious future.

A giant elm tree at Wolcott was recorded for height. The stump is 15 feet in circumference and the rings indicated that it was fully 300 years old. The body will make at least 2,000 feet of lumber and the top 25 cords of wood.—Druiden N. Y. Herald.

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CHINA'S FACE COME GREAT A CHINA'S CARDS LOAD NUMBER A SALMON TRAP

China, like a great giant, is stirring and stretching herself again and is preparing for another awakening that will open the eyes of the entire world and which will keep the orient up and going the rest of her natural life according to Alexander McLeod of Shanghai, a merchant who has spent 44 years in the land of the poppy.

Mr. McLeod is at the Hotel Portland, accompanied by his wife. He is an Englishman, Mrs. McLeod an American. They are connected with the firm of Glubb, Livingston & Co., which concern has branch houses in all the principal cities of China, and is making a tour of this country for the benefit of his health.

This awakening of China has been brougnt about by the intense interest of her people in the boycott that has been instigated against the Japanese steamer Taitou Maru incident," Mr. McLeod said yesterday.

Others think this boycott will end and its results no one knows or ventures hardly to make a guess. The merchant continued, "The Chinese have determined to continue to hinder the Japanese business and manufactures in every way possible.

The Chinese assert that the boycott shall be kept up until the little brown men have been injured in a business way to the extent of 300,000,000 yen.

Outs Off Match Supply. "One of the greatest industries of the Japanese is in manufacturing matches. The Chinese are also to put on a line of steamers in opposition to the Japanese. Many of the Japanese liners start from Chinese ports. First the boycott was directed against the Japanese sailing practically empty, where beforehand they were well loaded.

Handle Own Shipping. "Millions of dollars worth of goods each year are shipped to Australia from China in Japanese steamers. This business has all been withdrawn from the Chinese in fact, several of these institutions have already been started and are nearing completion. Other match factories are contemplated, and before many months China will be making every match that she uses herself and exports to other nations.

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Large British Tramp Will Probably Go on the Drydock.

STEAMER SUNGARI NOT COMING HERE

Russian Steamer of Many Troubles Loses Prospective Business and Will Have to Remain at Guaymas, Mexico, While Longer.

The large British steamer Bucrania arrived in the river this morning in ballast from Honolulu to load lumber for Shanghai. She comes under charter to the Pacific Coast Export Lumber company, W. A. Anderson of Vancouver, B. C., is here representing the owner, Hutton & Co. of London.

It is believed that the Bucrania will have to go on the drydock for a general overhaul. The question will probably be definitely settled this morning. The steamer is supposed to have been damaged some way on her way to Honolulu with a cargo of coal for the Atlantic fleet. She was one of the first to deliver fuel at the islands for the fleet. The Bucrania will carry all of 3,500,000 feet. The cargo will be furnished by mills of this city.

It was announced this morning that the charter of the Russian steamer Sungari to carry lumber from this port to Seattle has been cancelled. The Sungari is at Guaymas, having been lying idle there several months. Another Russian steamer, the cargo has been bought and is about ready for shipment. It is understood that the Russian steamer will be replaced by a larger business steamer. It is said that the Sungari has been a losing proposition for the remainder of the season, owing to having financial difficulties.

The British steamer Hord will be here Monday morning from Tongue Point to complete her lumber cargo for Copenhagen and Hamburg.

SKIPPER GETS NOTORIETY. Robert Caughell Held in San Francisco for Brutal Crime.

Gold Beach, Or., Aug. 1.—The following article in the San Francisco Chronicle is reprinted in full: Robert Caughell for some time was captain of the gasoline schooner Berkeley and a resident of the city of San Francisco. The skipper of the Berkeley, a nephew of Captain James Caughell of this place.

Robert Caughell, captain of the ferry steamer Antelope, entered the office of G. R. Geogerson, a prominent real estate dealer, and offered him a document which he stated was a deed to a piece of property which he had had made for him by his wife, the late Mrs. Caughell. The two men entered a private office and locked the door.

Caughell is supposed to have produced the deed to the office of Geogerson to copy the document, but when the signature was reached, Geogerson refused to accept it. An employee of the Freeman Art company, next door, heard a scuffle and telephoned to the police station for aid. Officers entered the office and placed Caughell under arrest.

Geogerson was found lying on the floor, his head bleeding and his face badly bruised and lacerated about the head from the beating received from Caughell. He was rushed to the hospital, and after a long stay in a critical condition, Caughell was placed under \$5,000 bond.

Caughell, after having been relieved of the command of the small schooner Berkeley, was taken to the office of the steamer Breakwater, lying between Portland and Coos Bay, but did not hold the position for a few days. While on duty he had the reputation of courting notoriety.

LEFT MANY ON ROCK. San Francisco Liner Departs With Big Crowd of Passengers.

With 400 passengers on board and a full complement of crew, the liner, Captain Kildron, pulled out from Alingworth dock at 6 o'clock this morning, bound for San Francisco. It was the largest steamer to leave here this season and fully 200 were turned away. Two arrived on the dock after the liner had been cast off, but were unable to board.

They were steamer passengers, but their reservations will probably be taken up at Astoria. The steamer will probably be taken over by the steamer Breakwater. The other will be taken over by the steamer Breakwater. The other will be taken over by the steamer Breakwater.

ADMIRAL COWLES RETIRED FOR AGE

Washington, D. C., Aug. 1.—Rear Admiral William S. Cowles, the president's brother-in-law, was placed on the retired list of the navy today, having reached the age limit for active service. The command of the crack battleship New Hampshire at the recent international festivities in Quebec has furnished Rear Admiral Cowles with a brilliant and happy close of his active naval career, which throughout has been distinguished for efficiency and faithful service.

A native of Connecticut, Rear Admiral Cowles was appointed to the United States Navy, where he served for 25 years, and graduated in 1887. He served in the Mediterranean, Pacific, North Atlantic and Asiatic stations and at the Panama Canal. He was promoted to the rank of captain in 1902. From 1902 to 1907 he was naval attaché at the United States embassy in London. From 1907 to 1908 he was aide to the president and in 1903 to 1905 he commanded the battleship Missouri. He has been in the navy for 25 years and has been chief of the bureau of equipment.

S. P. PAYMASTER FOR FORTY YEARS

San Francisco, Aug. 1.—It is announced here today that James N. Hanford, who will retire Tuesday next, has been paymaster of the Southern Pacific company continuously for the past 40 years. He retired in 1907, but has since been in his home in Berkeley. Hanford will still be retained on the payroll of the company for faithful service.

He entered the service of the railroad in 1868 as paymaster, when the company was but a small corporation and not even allied with the immense interests that are now controlled by Harriman. He was paymaster of the company for 25 years and has been paymaster of all the corporations as they were added to the system.

Pirates Empty A SALMON TRAP

Bellingham, Wash., Aug. 1.—Two armed pirates last night roused up the fish trap of the Alaska Packers' association south of Point Roberts, disarmed the watchman at the point of a gun, bound and gagged him, and leaving him on the trap, decamped with 5,000 salmon, which they loaded upon two skiffs they had in tow. The plunder, at the current price of 40 cents per salmon, is worth \$2,000, and the marauders left the trap upon and allowed 25,000 more salmon, or about \$10,000 worth, to escape.

The watchman states the men rowed quietly up to the trap in a dark boat, were almost upon him before he saw them. Then they ordered him to throw up his hands, and when he attempted to use his gun they snatched it from his grasp and in a twinkling had him gagged and bound. They then loaded the fish on their skiffs and left, and he was not released until the tax came for the catch early in the morning.

NEW TRAILS FOR SIUSLAW SETTLERS

Transportation Hitherto Carried on by River Can Be Handled Overland—Saves Miles.

(Special Dispatch to The Journal.) University of Oregon, Eugene, Aug. 1.—A. E. Cochran, superintendent of the Siuslaw national forest reserve, while visiting here, stated that he was superintending the building of 60 miles of trail in his district. Part of this is in the Tillamook country and will benefit a large number of settlers and timber land owners. The remainder, which is over half in Lincoln and Lane counties, connecting the Siuslaw country with the local trails of Lincoln county, will be in cooperation with the county commissioners of Lincoln county, and the settlers on the north bank of the Alsea from Waldport road up to the Elvo River settlements on the boundary line of Lane and Lincoln.

Portland Man at Condon. (Special Dispatch to The Journal.) Condon, Or., Aug. 1.—The managerial position in the Gilliam county mill of Portland. For a number of years the company at this mill has been filled by the appointment of James W. Church of Portland. The remainder of the mill, a large part being spent in the employ of the Portland Flouring mills. His predecessor, J. E. Oberholzer, will return to Portland to engage in the real estate business.

ALONG THE WATERFRONT. The steamer Eureka called for Eureka and Coos Bay last night. The gasoline sloop "Condit" arrived here yesterday from Newport. She sails for Newport tonight with general cargo. The British ship Langford, which is being built at Bannockburn, will be ready to load lumber at the mills of the North Pacific Lumber company for South America.

The Norwegian ship Asgerd has finished discharging iron bars at the fish dock, but has a quantity of cement on board.

Captain O. W. Hosford has returned from a pleasure trip along the Alsea river. He was accompanied by his wife and Miss Jessie Harkins. Captain Hosford says the ocean voyage was delightful and the view of the glaciers grand.

The keel for the first of the two new open river boats will be laid in a few days. The keels for the craft are being laid at the Sellwood mills. Joseph Paquet will superintend the construction. The weather bureau last night from the steamer President. It reads: July 31, 4:40 p. m., latitude 44° 09', longitude 124° 30' 30", temperature 51, weather clear, no clouds, light northwest swell.

Astoria, Aug. 1.—Arrived at 6 a. m., steamer Bucrania from Honolulu. Sailed at 8:10 a. m. steamer Breakwater for Astoria. Sailed at 8:25 a. m. steamer Eureka for Eureka. Arrived at 4:30 a. m. and left at 6 a. m. steamer Atlas from San Francisco.

San Francisco, Aug. 1.—Arrived at 3 a. m. steamer Washington from Portland. Sailed at 6:15 a. m. steamer Breakwater for Astoria.

Labos, Aug. 1.—Passed large Redoubt Hill for Portland. Sailed July 27, 10:30 a. m. steamer Atlas for Portland. Honolulu, July 31.—Arrived yesterday German steamer Aesta from Yokohama. Astoria, Aug. 1.—Condition at the mouth of the river at 8 a. m. smooth sea, weather clear, wind northwest, 14 miles.

Tides at Astoria today—High, 2:50 a. m., 1:40 p. m.; Low, 7:40 a. m., 6:15 p. m. 8:15 p. m., 2:7 feet.

Captains Plan to Retire. (Special Dispatch to The Journal.) Astoria, Or., Aug. 1.—At the custom house today two bills of fare were filed whereby Captain J. H. Jones of San Francisco, disposed of a four-fifths fourth interest in the steamer W. P. Jewett and a two-fifths fourth interest in the steamer Alvena to Captain P. L. Abrahamson of Tacoma. The consideration named is \$100,000. Captain Abrahamson is master of the steamer Jewett and Captain Johnson master of the Alvena, but is to retire.

Fishermen Lose Gear. (Special Dispatch to The Journal.) Astoria, Or., Aug. 1.—It is reported that the Astoria fishing fleet has lost several barrels of the fisherman's net.

Portland Sends Away Nearly Twice as Much as Puget Sound.

Portland shipped about twice as much wheat in July as the combined Puget sound ports, according to figures just completed by the Merchants' exchange of this city. The shipments from Portland were 41,253 bushels, and from Puget sound 21,900 bushels.

The shipments to Europe aggregated 132,841 bushels to California and \$2,941 bushels to Europe. Flour shipments for the month from the two respective districts were: From Portland, 42,681 bushels, 48,266 going to the orient and 18,415 going to California. From Puget sound, 101,531 barrels to

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