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EDITORIAL

REGULATE HARRIMAN.

The people of Oregon have a long, heavy score to settle with the Harriman railroads, and they expect the next legislature to do something to even up that score. As a rule it does not pay for legislatures to be antagonistic to railroads, but rather to treat them not only reasonable but liberally; and this is especially true in an undeveloped state like Oregon. But the time has come when the legislature of Oregon must do something to relieve the people from the burden and blight inflicted by this Wall street ogre. The losses to the people of this state this year on account of the lack of cars and locomotives on the Harriman lines are tremendous and are becoming fairly appalling. Hundreds of mills and manufactories are closed down, thousand of working people are thrown out of employment, farmers and orchardists cannot get their produce to market, and people in scores of towns are out of fuel or nearly so, and possibly a hard winter just beginning.

There is no excuse whatever for this, for the same shortage in a less but increasing degree has appeared for years past, and Mr. Harriman's local men could have told him long ago that the products and business and transportation needs of Oregon would be far greater than ever before. But he was busy with high finance, stock gambling in Wall street, and had no time or money to devote to the needs of Oregon, that he had been milking of rich treasure so long. He has not only refused to extend his lines to develop the state, and prevented as far as he could other companies from building in it, but has discriminated against the people of the state and this city and has charged them extortionate rates—all the traffic would bear.

Harriman has also inflicted immense injury upon this city and state by his persistent and venomous fight against the Hill road, being built down the north bank of the Columbia. He has fought and is still fighting that enterprise in every possible way and with every resource at his command, but for once he has met his match; and though the Hill road will be delayed and harassed and made more expensive by this malicious fight of Harriman, it will be built and will afford Oregon greatly needed relief. And the people of this city would do well to throw all the patronage possible to the Hill roads, for he has been a veritable friend in need. While Mr. Hill is looking out for his and his associates' interests, he is a very different type of man from Harriman. He believes in aiding development, in helping farmers and other producers, in bringing in settlers and making new regions productive, in encouraging people to do well and aiding them as well as the railroad to prosper. With such a man in control of the Harriman lines in Oregon, there would be little or no need of legislation; he would do about what was right and the best he could without compulsion; but the Harriman tyrant must be dealt with somehow. The people can endure his impositions no longer.

This is the most important piece of legislation before the legislature. There need be no fear of Harriman; he could not treat the people of Oregon much worse, whatever laws they pass, and the time is soon coming when he will not be monarch of all he surveys in this state.

SENATOR TILLMAN.

It is said that Senator Ben Tillman's income from his lectures amounts to \$25,000 a year, and whatever it is, he gets nearly all of it from Northern people, whom he insults and affronts

and abuses, not speaking of the colored portion of them. People of the north generally have little or no sympathy with Tillman's anarchistic and diabolical tirades against the colored people, but go to hear him and pay him out of curiosity, we suppose, or because he interests them by his swash-buckling vulgarity.

Tillman ridicules and roasts the people of the north because they do not think the "race problem" is the most important thing on earth and do not take the same view of colored citizens that he and other Southern Negrophobists do. Tillman is still unreconstructed. Like Vardemep and some other prominent Southerners, he hates a colored man in any other capacity or attitude than that of a slave. He still regards Negroes as chattels, whom he has a divine or demoniacal right to coerce, beat, torture and kill, as he might a brute of the lower creation, even more so. Hence he is an anarchist, and is especially out of place in the Senate where the constitution is supposed to be still held in some regard. He acknowledges and boasts that he would have no compunction in killing Negroes, would advise and help to do so, when they are guilty or accused of crimes which white Southerners might commit with but slight punishment if not with impunity.

It is to be said for Tillman that he is probably honest and sincere in his beliefs and utterances, and he has the courage of his convictions, hence he is less to be condemned and censured than a man who makes false pretenses of friendship to the colored people but would sneak out and applaud a mob that lynched one of them. But why people of the north, who as a rule do not hate and despise colored people merely on account of their race, color and previous condition of servitude, will pay to hear Tillman rant and rave about the Negro is explainable only in the way suggested. Great crowds who go to hear Bryan or Hearst will mostly vote against them. So people are interested in the South Carolina bulldozer, who are not in sympathy with his sentiments.

PULLMAN EMPLOYEES.

The Pullman Car Company has lately divided up \$26,000,000 of surplus profits, and is making net profits of many millions a year, and yet it cannot or will not pay its employes on trains, and they have to depend on the public for the larger part of an income sufficient for them to live comfortably. This is a very small piece of business for so rich a company, that though its business has increased several fold during the last quarter of a century has never reduced the rates to the traveling public or raised the wages of its employes.

It might not be necessary or reasonable to prevent Pullman car porters from taking pay of passengers for services rendered, although the passengers pay enough to the company to entitle them to these services without extra pay, for most passengers in Pullman cars do not care about the small honorariums paid to porters, and the pay of the latter would not in any event be munificent; but so rich and great a company owes it to these faithful employes, as well as to the public and it would seem, with its \$100,000,000 or more to itself, to pay them decent and living wages, even if they did pick up a few quarters and half dollars besides.

SENATOR A MONTH.

The Oregon legislature will not meet till January 14, and under the constitution the first joint ballot for United States Senators will not be taken till the 22d. Then if Senators are promptly elected, it will take till nearly the end of the month for the fractional term senator to get to Washington and be sworn in, so that he will have but a little over a month to serve. Senator Gearin will meanwhile hold down the seat for nearly two months; and barring his politics, which for some purposes do not cut much figure, no better man could be

found for that position. Mr. Gearin made a strong run last June, considering how great the normal republican majority was, and if Bourne is to be elected for the full term it is a pity that Gearin did not defeat him—for who knows that Bourne is a republican. Gearin, though a democrat, is a thoroughly honorable man and a gentleman, and respected by people of all parties and classes. Who can say as much for Bourne?

As to the senator for about five or six weeks, Mr. F. W. Mulkey will be elected without opposition. He is well deserving of the honor, and would make an acceptable senator for the full term, at least a far more acceptable one than the man selected under the U'Ren performance for that honor. Mr. Mulkey will not be able to accomplish much in a month, but he will do what he can.

FITNESS A TEST.

A Polk county paper declared that "the question of Jonathan Bourne's fitness for the office of senator was out of order at this late day," but is this so? Is this question not always in order until the ballot is taken? Suppose members of the legislature should discover that Bourne was unfit to an extent that they did not believe and had no knowledge of last spring, would it not be permissible for them, would it not indeed be their duty, to change their minds about voting for him, if they had contemplated doing so, and vote instead for some fit man?

The law Bourne is depending on to carry him into the senate, is one that must be considered as binding on members who subscribed to Statement No. 1 under certain circumstances, one of them being the fitness of the man selected at the primaries. If a small plurality of the party voters made a mistake then, that is no reason why that mistake should be ratified next winter. Discussing this matter The Dalles Optimist says: "The members of the coming legislature are intelligent men, and if they do their duty as they see it they will receive the applause and approbation of a very large majority of the citizens of Oregon. And we have faith enough in human nature to believe that they will act intelligently and leave Jonathan at home and elect a man of their own choice, as the constitution of the United States says they shall."

An Indianapolis man writes as follows to the Star of that city:

"There is no resolution to introduce against the Negro and the Constitution in regard of the Negro's right to believe that joy belongs to the man who finds that there is something yet to live for which creates prosperity and happiness and peace for all. The Negro was forced to stay here and used as a brute or slave. He has been given by our Father the rights of mankind, which no man can take away. He has been faithful over little and should he not master greater? We will rise over all discouragements, although some of our members are cruel and unwilling to work as are some members of all other races, but we will try by honest toil and even through hardships to overcome prejudice against our enjoyment of just rights."

In a speech in New York last week Booker Washington said that the students in Tuskegee college in the past year made 2,000,000 brick. There are more than 1,500 students, representing thirty-six states and twelve foreign countries. The value of the institute property is now \$800,000. It has an endowment of \$1,500,000, for the material increase of which there is an active campaign on hand. "We are changing the ideal of the black race," declared Dr. Washington. "We are teaching them that labor is honorable and that idleness is not popular and they are recognizing it too. We have graduated 6,000 students and they are for the most part sober, industrious, useful men and women."

Senator Morgan, of Alabama, now in his dotage, is screaming for a white man's democratic party. Well, he can have it, so far as the colored men are concerned. They don't take to that party much anyway.

A colored man was elected to the municipal bench in Chicago, but has been counted out. The party wanted the colored men's votes, without rendering any equivalent therefor.

Tillman is not afraid to tell what he believes to be the truth, and he sometimes hits it right, as he did when he said in Chicago: "Now, as a general illustration of the injustice that is sometimes done, President Roosevelt discharged three companies of colored soldiers without a court-martial, and, in doing this, he punished innocent men for the crime of a few. In doing this, he transcended the authority of the law, and he ought not to have done it."

An exchange having alluded to Larry Sullivan, The Dalles Optimist says: "When it comes right down to cases we would about as soon see Larry senator from Oregon as Bourne. We could depend on Larry standing by Roosevelt, but if Bryan should run out against Roosevelt where would Bourne be?"

"To hell with the law," says Senator Tillman. And he a United States Senator. What would he think of a colored man in any official position who would say that publicly.

The President may conclude that for once at least, he made a mistake when he discharged hundreds of faithful and innocent colored soldiers for the fault of a few.

The people will have a large cause for thankfulness when they can rid themselves of that intolerable and insolent railroad nuisance on Fourth street.

So there are bigger land frauds than those committed in Oregon, and it is Harriman's railroad system that was the beneficiary.

It will be pretty safe for the legislature to do the opposite of whatever Frank Baker proposes, if he is in earnest about it.

The colored people of Portland, along with the rest, had much to be thankful for, and were duly thankful.

Oregon people should patronize their friend, J. J. Hill, rather than their enemy, Harriman.

Oregon ought to send a straight-out true-blue Republican to the Senate.

COMPANY PAYS THE FINES.

Law Fails to Punish Railroad Officials for Rebating.

Chicago, Nov. 26.—Railroad officials fined by the government for rebating do not pay the fines themselves. The stockholders pay the bills. Such at least is the case of the Chicago, Burlington & Quincy, according to evidence submitted today to F. K. Lane, of the Interstate Commerce commission. The evidence was taken in connection with the punishment of the railroad recently by a \$40,000 fine and of First Vice President Darius Miller and Traffic Agent C. C. Burnham by fines of \$10,000 each on charges of rebating.

Today's hearing came on a charge that \$20,000 of the road's funds had been used to pay Miller's and Burnham's fines. "Solicitor Dawes, of the road, paid the fines to Clerk MacMillan of the United States court," testified General Auditor Sturgis. "He tendered a \$60,000 check signed by Cashier W. F. Fabian. It was accepted in payment of all three fines. The amount of the check was not entered as a single amount on the books. It was placed in the 'correction of freight earnings' account and spread over two months, April and May. The account contained entries necessary in errors in accounts of freight earnings—claims arising through demands on overcharges and the like. The \$60,000 was spread over two months that the monthly report of the road that carried the freight might not show too large a reduction for a single month."

Italy Admits American Pork.

Rome, Nov. 26.—The board of health has decided to admit American pork into Italy without other requirement than the regular certificate of the American department of Agriculture. A microscopic inspection will not be made, it being considered that the hygienic measures taken in the United States are sufficient to warrant the purity of the meat.

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