

The New Age.

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OUR COUNTRY SAFE FOR ANOTHER TERM OF PROSPERITY.

The result of the election on Tuesday was anticipated. The American people, as a whole, cannot be induced to vote against the flag of their country.

The people of the United States will now proceed in the work of their varied and various employments as if nothing had occurred to disturb them—although, for a time, it must be admitted that alarm was felt over possible consequences of the cry of the pessimist who tried desperately to create a storm-cloud in the clear sky of national comfort.

The result, however, gives us renewed assurance. It promises a faithful financial policy, honest liquidation of our obligations, open mines and busy workshops, eager markets for our produce and work for the industrious toiler at good wages.

We have become a busy and a wealthy nation. The whole civilized world respects us. Conditions of our progress have made expansion of territory not only possible, but absolutely necessary to hold the advantages, both political and commercial, which we have justly gained.

The result of the election of McKinley to another term as executive official of this nation means much to the Pacific coast. The commercial tide of the ocean will wash upon our shores vast stores of business which we could not otherwise secure.

Bryanism is dead—too dead ever to be resurrected in the form of any of theisms so persistently illumined with the eloquence of demagoguery during the campaign just closed.

HON. JOHN McCracken's Success a Corbett Victory.

The overwhelming victory of Hon. John McCracken, in his candidacy for representative from Multnomah county, is a signal triumph for Hon. H. W. Corbett. It means that the people of Oregon's political and business metropolises want to encourage the influences in the state legislature that are at work to secure the election of Mr. Corbett to succeed Mr. McBride in the national senate.

Hon. John McCracken is one of the leading business men of the city. His interests are identical with those of all other business men who desire to succeed in legitimate enterprise—men whose success the community depends for material development of its resources.

Mr. McCracken will go to the state legislature with the interests of the people at heart. He will represent them and their interests, not more in the passage or repeal of laws than in

the election of a United States senator. His influence there will be substantial. When he acts or speaks for the people of this country, he will serve the people of the entire state.

There is some comfort in the reflection that Bryan and his intolerable isms have been buried too deep for resurrection.

Bryan and Jones went to sleep soon after the polls closed Tuesday evening.

Croker has ceased croaking, while Senator Hill maintains a dignified silence.

The vote for McCracken shows plainly whom the leading business men of Oregon want for United States senator to succeed McBride.

Appeal to the courts may yet have to be made to compel Greenleaf to draw his salary.

No one is longer anxious about the returns from the cow counties.

GIACOMO MINKOWSKY

Says the Negro Songs is the Cradle of Our Music.

The Negro melodies are the real inspiration of the American composers. The character and sources of American music have long been a favorite topic of discussion among foreign composers and musicians.

And while the Negro melody, simple and inornate, has the merit of originality, the so-called "high" music indulged in by our composers presents nothing but the same melody treated in a more or less—and more often less—musically way.

A popular melody, however humble, always illustrates the national spirit of its people, whether it be gay or melancholy. The Roumanian peasant in the vast plains of Jassy sings a melody which is entirely distinct from the war song of the Cossack on the Dnieper.

Thus not only each nation, but even each great section, has its melody, the character of which depends upon geographical divisions, conditions of life, environment and political well being.

The Negro melody has undergone many metamorphoses; and from the sad "Pickaninny" song of the old slavery days it has developed into the gay, careless, devil-may-care sort of a jig. As the slave became a freeman, his heart, which heretofore had found its utterance in melancholy and plaintive song, turned to the gayer side of life, and the simple four-fourths measure gradually acquired the syncopated meter which breathes joy and love of life.

It is the Negro who is the innovator in this country in "syncopated" meter. You can take any classical composition—for instance, the wedding march of Mendelssohn—and adapt it to the "syncopated" measure; and the innovation will have a beautiful effect.

I cannot say that our composers in their treatment of these melodies have in any way improved them. In their primitive state they had, as I said before, the merit of originality, a merit which they lost on account of unskilled treatment.

If asked today whether these "rag-time" songs actually represented American music, I would answer:

"No; they are but the mutilated forms of it; for the genuine popular music you must go back to the old Negro melodies. We have abandoned our sources merely to go back to them again."

A Lasting Success.

That always successful Swedish-American play, "Ole Olson," like Tennyson's babbling brook, seems destined to go on forever. It has been played steadily for 10 years, and the interest in it today is just as great as it was during the first year of its existence.

"A Hot Old Time." The Ray's howling success, "A Hot Old Time," in a brand new suit, is announced at Cordray's theater for a return engagement, for the week beginning Sunday evening, November 11.

NEW NORTH-west Lodge, No. 2554, G. U. O. of O. F., meets at 205 1/2 Second street, corner of Salmon, first and third Tuesday of each month.

LONG DRIVE ON AUTO.

TO CHICAGO FROM ST. LOUIS IN THIRTY-SIX HOURS.

Roads Were Rough and Routes Were Strange—Mud, Sand, and Many Turns Retarded Speed of Horseless Carriage—One Tire Punctured.

John L. French, of St. Louis, is the first man to make a trip from St. Louis to Chicago on an automobile. He made the distance of 450 miles in thirty-six hours, notwithstanding the fact that he encountered bad roads and was frequently retarded by following wrong directions.

The automobile in which the long drive was made is of phaeton pattern and weighs 1,000 pounds. It consumed eighteen gallons of gasoline at a cost of

steep hills. With the general use of the automobile will come an ideal condition for farmers, inasmuch as the popularity of the horseless carriage will compel more attention being paid to the smoothness of country roads.

FEATS IN STREET TRAFFIC.

Hauling Pine Logs More than Fifty Feet Long Through Chicago.

The greatest feat to be seen in street traffic in Chicago is the handling and transportation of the loads of Norway pine logs designed for use as piles in building foundations.

It is not an uncommon sight to see a knot of people collected at a street corner watching the approach and skillful turning of the long wagon with its load of three or four piles. Turning the corner and entering another street at right angles is such a difficult feat that as a rule the piles are taken through the streets at night when there is no traffic to interfere.



FROM ST. LOUIS TO CHICAGO IN AN AUTOMOBILE.

\$2 for the trip. The average speed was twelve and a half miles an hour, and the only accident was the puncturing of a tire. It was Mr. French's first intention to go only as far as Springfield, Ill., when he heard of the international race meet in Chicago he went on to that city, where he took medals in the three classes in which he competed.

"When I left St. Louis I decided to take the roads as they came," said Mr. French, when seen after his arrival in Chicago. "The highways and byways of Illinois I found a perfect labyrinth. The persons whom I met on the journey, and from which I humbly inquired the best route to Chicago, so often misdirected me that I lost much time. Owing to the section divisions, the roads are short and I found that I had to turn a corner every ten minutes. As the speed of the automobile had to be decreased in order to make each turn, I could not cover as great a distance as if I had been on a straight road. I am sure that I could make a trip in much better time if I were to repeat it, as I know the route now. And, by the way, I think I happened on the best roads, and I shall take the same route when I next make the journey."

Fifty Miles on Wrong Roads.

"Leaving St. Louis at 8 o'clock in the morning, I spent the night at Divernon, eighty-five miles away. I ran 125 miles during the day, but lost fifty miles by going out of my way—according to directions given me by persons of whom I asked information. I took luncheon at Staunton. Near Litchfield one of the tires was punctured, and I had a bad time until I reached Divernon. The people had never seen an automobile, and my machine created a great deal of excitement. Men, women and children rushed out of the houses to look at the horseless carriage. I was surprised when I saw the astonishment with which the automobile was examined. Even the horses were amazed, and many times I was compelled to stop my vehicle in order to prevent run-aways. The dogs barked at me, but they fled in terror when the machine whizzed by them.

"At Divernon I patched the punctured tire with rope and went on to Springfield. After leaving Divernon the roads were much improved for a long distance. In Springfield I had the tire mended, and then I decided to go on to Chicago. From Middleton to San Jose the roads were good. At Pekin I wheeled into deep sand as far as Chillicothe. Near Peoria I was compelled to get out and push my machine. From Chillicothe to Henry the roads were fine. The next morning I had a splendid drive to Seneca. I ran into a heavy storm at Minooka, and the trip for the remainder of the way into Chicago was through mud, in some places six inches deep."

Mr. French believes that before many years the automobile will be as common as the bicycle, and that the summer trip on the horseless carriage will be a popular and fashionable recreation. Maps of the best routes will be indispensable, however, for the amount of misinformation that he gathered concerning routes, roads, distances, and towns was varied. He found sand more of an obstacle than mud, and encountered no difficulties in ascending

the daytime. Naturally during business hours taking them through the streets is attended with far greater difficulties than at night. When corners are turned the long poles, as they are transported in an angling direction from one street to another, practically blockade traffic. Often when going straight across a street a small blockade is caused, for the poles are so long and are carted so slowly that when they cut a thoroughfare all of the cross current of cars, wagons and carriages is held at a standstill for as much as a minute, sometimes more, and a minute is a much longer period of time in such a case than it seems in print.

All of the poles are fifty or more feet in length, and the largest ones are in the neighborhood of a foot in thickness at the largest end and a few inches smaller at the tip end. The wagons are about forty feet in length. They are very simply constructed and are of great strength. The wheels are over five feet in diameter, and the two sets are placed the full length of the wagon, or about forty feet away from each other. The load moves slowly enough at the best, but when it approaches a corner where a turn is to be made the

Kensington, England. He was leader of an expedition largely subsidized by the Royal Geographical Society, and after a year's march of over 2,000 miles from Zambesi to Uganda he has come back with hundreds of specimens and several important additions to the knowledge of Central Africa.

Mr. Moore and the twenty Ujiji boys who accompanied him lived on goats during the ascent and descent, driving the goats and killing them when food was wanted. The Ujiji boys were struck with the phenomenon of ice that they tried to carry bits down to Ujiji. The tropical sun nearly boiled the ice on the way.

Between Tanganyika and Lake Albert Edward is a lake called Kivu. The best atlas published gives it as about one-tenth the size of Albert Edward. Mr. Moore, who was accompanied by Malcolm Ferguson, an English geologist and geographer, found that Kivu is larger than Albert Edward. The north end of Tanganyika was found to be fifty miles westward of its ascribed position.

The primary object of the expedition was to dredge and sound the lakes with reference to the marine forms which Mr. Moore found there four

SHERIFF SALE.

In the circuit court of the state of Oregon, for the county of Multnomah. Eliza A. Carson and John C. Carson, plaintiffs, vs. William Hahn, Michael Steffen, Alvie Hahn, Mary E. Steffen, M. I. Cloutrie Philbrick, P. S. Philbrick, Annette Cotter, John Baikie, Carrie D. Baikie, E. E. Cawood, Cathryn J. Cawood, wife of E. E. Cawood, George E. Chamberlain, district attorney of the state of Oregon, for Fourth Judicial district, as successor in office and interest to W. T. Hume and Russell E. Sewall, former district attorneys for said district; J. F. Hamilton, Robert Brady and D. T. Sherrett, partners as Brady & Sherrett; Northern Counties Investment Trust, Limited, a corporation; George P. Lent, as trustee in bankruptcy of E. E. Cawood, defendants.

By virtue of an execution, judgment order and decree duly issued out of and under the seal of the above entitled court in the above entitled cause, to me duly directed and dated the 26th day of September, 1900, upon a judgment rendered and entered in said court on the 25th day of September, 1900, in favor of Eliza A. Carson, plaintiff and against William Hahn, Alvie Hahn, Michael Steffen and Mary E. Steffen, defendants, for the sum of \$1,838.15 with interest thereon at the rate of 8 per cent per annum from the 10th day of September, 1900, and the further sum of \$125 with interest thereon, at the rate of 8 per cent per annum from the 25th day of September, 1900, and the further sum of \$38.75 costs and disbursements and the costs of and upon this writ commanding me to make sale of the following described real property, to-wit:

Lots 4, 5, 6 and 7 in block 1 and lots 1, 4, 5, 6, 7 and 8 in block 5, all in Carson Heights, Multnomah county, state of Oregon.

Now, therefore, by virtue of said execution, judgment order and decree and in compliance with the commands of said writ, I will on Monday, the 29th day of October, 1900, at the hour of 10 o'clock A. M., at the front door of the county court house in the city of Portland, said county and state, sell at public auction, subject to redemption, to the highest bidder, for U. S. gold coin, cash in hand, all the right, title and interest which the within named defendants or either of them had on the date of the mortgage herein (the 14th day of May, 1890,) or since had, in and to the above described real property, or any part thereof, to satisfy said execution, judgment order, decree, interest, costs and all accruing costs.

Dated Portland, Oregon, September 27th, 1900. WILLIAM FRAZIER, Sheriff of Multnomah County, Oregon.

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PILOTING LONG POLES THROUGH THE STREETS.

driver pulls up a little and goes still slower. Several rods before he reaches the corner he begins drawing up as closely as possible to the curb opposite to the direction in which he is about to turn, in order that he may have as great a space as possible for making the turn to prevent running the sides of the long, straight poles into the buildings.

HOW JELLY FISH EMIGRATE.

One Investigator Says They Climb Mountains and Cross Deserts. The problem of how the apple got into the dumpling sinks into insignificance beside that of the jellyfish, the crustaceans and Lake Tanganyika; but J. E. S. Moore, who has just come back from Central Africa, believes he has discovered how the fish from the sea got into the lake in the middle of the continent.

Mr. Moore is one of the young men at the Royal College of Science, South

purple are permitted to them. Another Paris dressmaker says that there is a touch of green in every woman's coloring, and that he makes it a point to discover it and to bring that special shade into the finishing of the gown. He also adds a touch of white to every costume that issues from his atelier claiming that all colors are improved by its contrasted effect.

Remarkable Knife.

The most remarkable knife in the world is that in the curiosity room of a firm of cutlery in Sheffield. It has 1,890 blades, and ten blades are added every ten years. Another curiosity is three pairs of scissors, all of which can be covered with a thimble.

Big Vessels May Reach Brussels.

By the enlargement of a ship canal nineteen miles long Brussels becomes a port for ships of 2,000 tons. The old limit was vessels of 800 tons.