

# The New Age

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**FOR COUNTY SURVEYOR.**

A new candidate for the office of County Surveyor has appeared, in the person of Deputy Surveyor L. R. Lewis, who has finally yielded to the importunity of many friends to permit his name to be used in that connection. Mr. Lewis is a practical civil engineer of much experience. Besides private pursuit of his business as Surveyor, Mr. Lewis has served four years as deputy in the Multnomah County Surveyor's office, in which position he still is. He is very proficient in his profession and unusually accurate in his work.

Mr. Lewis is a very popular young man personally and strong in his party, for which he has done much excellent work. He enjoys the confidence of the local party leaders and has many warm personal friends among the Democrats. He would, indeed, make a most excellent County Surveyor and would be as strong a candidate as the Republicans could nominate. He is admirably qualified to carry such official responsibility and eminently fitted to discharge the duties of that office.

Strong influence is being brought to bear on the Oregon delegation to appoint a successor to George W. Hayes as register of the Land Office at Burns, Oregon. Hayes was summarily removed by reason of his clearly proven immoral conduct. He was fired out of fraternal orders to which he previously belonged and has been "cut" by the respectable society of his district. Yet, it appears, Senator Simon is not ready to agree on the name of his successor. The business of the Burns district is important and it goes without argument that the Simon forces in the State will lose by their dilatoriness in this case.

The Lewis and Clark corporation has been legally organized and is now ready to proceed with business as a corporation. Its fifteen directors are: H. W. Corbett, H. W. Scott, Adolphe Wolfe, Paul Wessinger, A. H. Devers, Rufus Mallory, John F. O'Shea, Leo Fried, Charles E. Ladd, W. D. Fenton, A. L. Mills, G. W. Bates, I. N. Fleischner, W. D. Wheelwright and F. Dresser. These names alone ought to insure the success of the enterprise. However, its success was already assured before the corporation was fully organized.

State Senator Charles A. Fulton has announced himself as a candidate for the United States Senatorship to succeed Senator Simon. Mr. Fulton is a strong man and a very active politician. He is one of the Republican warhorses in Oregon and is thoroughly familiar with the needs of the State in the way of National legislation. Senator Fulton's policy concerning the opening of our great Columbia River highway, from mouth to the head of navigation, is well known and is one of the influences that make him popular.

Mr. King G. Staples, at the head of the Staples Land & Emigration Company, of this city, has been in the lumbering business in Minnesota and Wisconsin for twenty years and has done a locating business in Duluth, Minnesota, for two years. He has spent nearly a year in the woods of Oregon and Washington, looking over the timber lands of these states. He is a safe man to counsel with on such matters. Call on him, at room 4, Worcester building. He has volumes of information.

Mr. George E. Streeter, a prominent insurance man of this city and a Republican of unmarred record, is being urged as a suitable man for the office of County Treasurer. Mr. Streeter has always been a Republican and is a constant and tireless worker in the ranks of that organization. He has succeeded admirably in his own business, which is a safe guarantee that he would make a successful public official in any responsible capacity.

Brother Rinners is the first, so let the good work go on: Among the five license inspectors selected by City Auditor Barton, during the past week, the editor of the Colorado Statesman was included in the list. This is the first time in the history of Denver that such a position has been awarded a colored man, thus it will be seen that the present city administration has made a new field for the negro, one that we, as well as our many friends, appreciate.

The death of Governor Rogers, of Washington, has precipitated a war-like change in the political influences now struggling for supremacy in that State. The Congressional delegation is divided on many important matters and Governor McBride finds himself between several fires on his assumption of the responsibilities of the office. McBride is a careful, clean, conscientious man, however, and will make a most excellent State executive.

The last official act in the appointment and confirmation of Hon. Henry Meldrum as Surveyor-General of Oregon has been done and Surveyor-General Meldrum is now at the head of that department. No man is more competent than he to assume and discharge the responsibilities of that eminent place. He is thoroughly familiar with the topography of Oregon in every detail. A more competent engineer never set a compass.

Tammany Hall, of New York, has a new leader in the person of Louis Nixon, a young man with much influence politically and many friends outside of the regular organization; but Portland's Tammany has, so far, refused to recognize a leader in the person of numerous aspirants for that honor. Oregon Democracy will never amount to anything until it reorganizes its Portland Tammany.

Senator Mitchell's friend, Hon. George W. Bibee, has been determined upon as the proper person to appoint to the receivership of the Land Office at Oregon City. President Roosevelt, it seems, is taking small account of the personal squabbles of the Oregon delegation. He thus again manifests his friendship for Oregon.

The bill to appropriate \$250,000 for the enlargement and improvement of the Portland Postoffice has passed the Senate. Representatives Tongue and Moody now have the measure in hand and are working carefully to pass it without material change in the House.

It is probable that the Republican State Central Committee will make a new apportionment of delegates to the State convention, based on the vote cast in the presidential election in 1900. This will make the total number of delegates 346.

Sea-going people properly have much dread of the sea necessarily encountered from Puget Sound ports. Many ships now lie at anchor or are tossed at will by the wild waves off the cape of the Northern coast.

Hon. William Farre will probably be the next rector of the Land Office at Burns. He isn't Senator Simon's choice, but that doesn't seem to cut much ice with the President.

The city authorities have authorized a levy of 7 mills. This will yield a total of nearly \$300,000.

**FREAKS OF THE SIGN PAINTER.**

Novel Spelling Used on Signs in Various Parts of Chicago.

Chicago sign painters indulge in some queer orthography. In big red letters on the outer wall of a State street variety theater is the following sign: "Twenty Lovely Females with Forms Divine." There have been many Devines, and their forms were as perfect as hours—whatever they are—and perhaps this variety manager was not under a bad spell when he had the words so painted. If he means that he has an attraction of twenty of the Devines from County Clare, Ireland, then he, indeed, has something to brag about in big red letters. It is more probable, however, that the manager of the theater meant "forms divine," and that he knows nothing of the Clare clan.

In Clark street, near Thirty-seventh is a restaurant which heralds to the hungry public that it furnishes "Meats at all hours; sandwiches of all kinds; oysters in any style." This ought to cover the situation thoroughly and supply the necessities of any hungry man. "Dresses Maid Over" is a sign on the front of a house in North State street. A maid often dresses over, and perhaps the sign merely got the cart before the horse, and fits the facts in the case all right.

A sign displayed on a South Side building proclaims "Stabling here for horses and mete and drink for the driver." In the business district can be found such signs as "This Place for Sail," "Hare Cut, 15 Cents," "Shoes Half-Souled While You Wait," and "Teeth Extracted While You Wait." A second-hand store in Clark street near Harrison displays a sign which says "Cotes and Britches for Sale." In Chicago avenue a dealer in fuel announces that he has "Cole and Wude" for sale. The ingenuity of a West Madison street grocer is displayed by a sign which says he has "Canned Goose, Straw, Black, Blue, Ras, and Huckleberries" for sale. In Milwaukee avenue is a card hung in a store window which announces that "Giny Pigs" may be bought there.—Chicago Inter Ocean.

Neighborhood.—Isn't it about time Mrs. Borrere was returning our call? Wife—Yes, but if she does return it it will be more than she does with the other things she gets from us.—Detroit Free Press.

## Topics & Lines

The sun is 92,790,000 miles distant from the earth; the moon, 238,855 miles.

The date palm now flourishes in Arizona, even in soils heavily impregnated with alkali.

Bagdad exports more than \$1,000,000 worth of wool per annum, but there is not a woolen mill in all Arabia.

The general worthlessness of advice is exhibited in the fact that the average man would rather give it than take it.

There is no retiring age for the admiral in our navy. Admiral Dewey will be carried on the active list as long as he lives.

Old Gentleman—Are you sure you love my daughter, sir? Young Man—Well, if I don't, sir, she is the worst fooled girl in this town.

The Minnesota board of control recently bought two tons of chewing tobacco and half a ton of smoking tobacco for the inmates of the State institutions.

California raises the largest of everything except pea-beans. Her pea-beans are the smallest, but they are higher-priced than any that grow this side of that State.

Over 40,000 Hungarian residents of New York City recently celebrated the fiftieth anniversary of the landing of Kosuth, the great Hungarian patriot, in that city.

Duluth is a peculiar city. Its population is about 70,000, yet the length of the incorporated town along the lake front is twenty-eight miles. Its width ranges from one to two miles.

It is officially estimated that if the waters in our Western States now unused were utilized for irrigation purposes, a population of 80,000,000 more could be sustained in those States.

The carbonic acid in the cars of the Metropolitan railway of Paris never exceeds 1 per cent in the tunnel. The frequent trains going in opposite directions act as powerful ventilators.

Mrs. Jenkyns—I see Mrs. Hoetong is going to have "King Lear" at her next private theatricals. Mrs. Newrich (furious with envy)—Is she? The affected thing! Do you know, I don't believe he's a real king at all.

The French census returns for Algeria reveal the fact that in less than fifty years the native population of the colony, Arab and Kabyle, has almost doubled itself, having risen from 2,307,000 in 1856 to 4,071,000 at the present time.

There are about 8,000 self-supporting Pueblo Indians in twenty-six villages, twenty of which have day schools, costing the United States not less than \$20,000 annually, besides the much larger sum expended upon the boarding schools.

Senator Clark, of Wyoming, has been added to the list of millionaires in the Senate. As the story is told, oil was discovered on land belonging to him during the congressional recess, and as a consequence he has suddenly become very wealthy.

An American company recently shipped a complete steam laundry outfit to Vladivostok, Siberia. It is the first of its kind in that part of the world, and will be capable of handling 4,000 pieces of linen a day, with its washers, its centrifugal wringers and its large mangle.

Eighteen miles is said to be the longest distance on record at which a man's voice has been heard. This occurred in the grand canyon of the Colorado, where one man shouting the name "Bob" at one end, his voice was plainly heard at the other end, which is eighteen miles away.

Spread out in one sheet the 26,000,000 square yards of asphalt paving, which has been laid in over fifteen cities in North America would blanket eight and one-eighth square miles, and yet the road builders say that this country has only just begun the use of asphalt for street paving.

It is only in the United States that cities allow themselves to be filled with huge poster fences covered with any sort of gigantic daub that men with paint pots can devise. Posters and public advertising signs in European cities are limited in size, restricted in location, and taxed in such a way as to produce a large municipal revenue.

It is a rule in political life in Washington that a Congressman must always be "in" to a constituent. The greatest annoyance and hardship they are forced to endure under this rule is providing transportation home for men and women who have failed to find government employment or merely come here on a pleasure trip and spent all their money. The professional "constituents" always pick out a new member when they want cash for board or railroad tickets.

**CLIPPER SHIPS ARE FAST.**

They Can Outstrip the Best Yachts that Sail the Sea.

The Shamrock II is credited with a speed of over fourteen knots an hour for short distances when everything was in her favor. The Columbia has never actually covered fourteen knots in an hour, but has sailed at a speed of fully fourteen knots for as much as ten minutes together. For long runs in cruising rig no yacht has ever exceeded eleven knots an hour. The Valkyrie II, in June, 1894, on her voyage home to Scotland, did a best day's run of 256 knots, which gives her a speed per hour of 10.62 knots.

Seeing that a modern racing yacht is a sailing machine pure and simple, nine persons out of ten imagine that it represents the acme of speed obtainable from wind. To these it may come as a shock to hear that there have been during the past century, and are to-day, sailing vessels afloat with which in a long race even the Shamrock II would stand no chance at all.

The Aberdeen clippers of the early '60s were the first craft to show what could be done in the way of speed under sail. The Maid of Judah in 1860 made the passage from London to Sydney in seventy-eight days. The Lillies, a clipper of 1,685 tons, took troops from Dublin to Gibraltar in four days and later sailed from Liverpool to Melbourne in seventy-nine days. On this occasion she logged 365 miles a day for several days in succession. This is more than one-third as fast again as the Valkyrie II's best record.

The well named Hurricane of the Thames and Mersey line came home once from Melbourne in seventy-four days. On this occasion she achieved what is probably a world's record for speed. She ran 270 miles in sixteen and one-half hours—a speed exceeding sixteen miles an hour, a performance that her builders and owners might well be proud of.

In 1837 occurred the greatest of China ten clipper races. Fourteen ships took part. The Ariel won, covering the distance from Foo-Chow-Foo to London in 102 days. The curious part of this race was that a ship which was not entered for the race, the Sir Lancelot of Greenock, a composite-built vessel, beat everything else by three days. The Sir Lancelot was 750 tons burden and carried 46,000 feet of canvas—that is, just over an acre. Her mainmast was 200 feet high. Her record of 14,000 miles in eighty-nine days still stands, while her best day's sail was 354 statute miles in twenty-four hours. The absolute record, however, for a twenty-four hours' run belongs to the Thermopylae, a 648-ton clipper. On Jan. 3, 1870, she sailed 380 statute miles—a rate of 15.8 miles an hour. The enormous five and six masted fore and after rigged ships of to-day carry on these traditions of speed.

It is, of course, the size of these ships which gives them the advantage over racing yachts. The displacement of cup yachts, all under 150 tons, makes the difference between them and the big trading clippers almost as great as between a small steam tug and the Kronprinz Wilhelm.—London Mail.

**SORRY HE WAS "COTCHED."**  
Eph's Repentance Was Sincere, but Availed Him Not.

"Your name ought to be Yeast," said the recorder to a negro youth who had answered when Eph Clay was called, "because you can make the flour rise so easily. Just now, however, I suppose your cake's all dough, as they say in the old song about 'Hop light, ladies.' The officer says you were caught, Eph, stealing sacks of flour. The last time they brought you up here you were on the loaf."

"I spects I'd better gib yer one ob dem 'fessions whut dey sez an gude fer de soul," replied Eph, sadly, "fer onder de circumstances dey sho cotched Eph in de berry act, I haint got nobody ter blame but Eph hisself, Judge Briles."

"I am glad to see that you are somewhat repentant," remarked Recorder Broyles.

"I sho is 'pentin'," continued Eph, "fer gittin' cotched lak I did. Ef I'd jest gone round on de nder street lak mer' min' fuss tol' me ter do, yer wouldn't bin er wastin' de time ob dis cote wid sech triflin' cases. I sho is 'pentin', Judge Briles."

"I'll make you more repentant," said the recorder, "by giving you thirty days in the city chain gang."

"Dat's er riz in de price," exclaimed the prisoner.

"There is always a rise in flour cases," said the recorder. "It's wheat for justice to get hold of a case like this, anyhow, but I suppose it is bread in a fellow like you to steal. After you have served your thirty days in the city chain gang I will send you up to a higher court on the charge of larceny. You see, you will take yet another rise, and that is why I say your name ought to be Yeast."

"I sposin' dat er feller whut done sail de one time an' tuk er leetle flour haint gwine ter git no sho in dis cote no how," muttered Eph as he was about to withdraw.

"I think you are getting all kinds of a show," replied the recorder, according to the Atlanta Constitution. "In fact, you have been a whole fower show all to yourself."

**Grasshoppers for Poultry.**

Enterprising farmers in Kansas and other parts of the West, where grasshoppers much abound, have discovered that the annual grasshopper crop can be utilized for profit in a very satisfactory way.

They have a machine operated by horse power which catches and kills these insects by the million and without poisoning them. They are then raked up, carted to a press and made into bricks, exuding enough viscous material in the process of solidification to cement them together for purposes of transportation.

These bricks are found to be an ideal chicken food, and are in great demand among poultry raisers. Fowls eat it with avidity, thrive on it, and the demand is said to be greater than can be supplied. The new industry promises to exterminate the grasshopper, says the New York Times, but whether for good or evil will not be known until it has happened.

Topers and pawnbrokers often take pledges and sometimes keep them.

The kleptomaniac regards things from an abstract point of view.

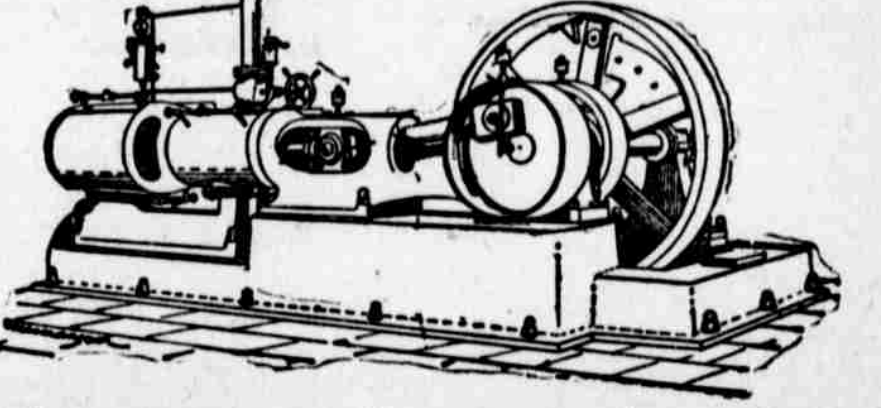
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