

Portland New Age

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EDITORIAL

BAD CAR SERVICE.

The street car company is becoming altogether too indifferent to the people's needs and interests and too reckless of human life. Indeed, it has been so for a long time, but instead of becoming more accommodating and careful, as was hoped, it is becoming worse every month, and the wonder is that the people do not get together in a great mass meeting and demand better service and less recklessness.

One reason for poor service is that the platform men are not paid living wages. The New Age last week criticized the efforts of some irresponsible labor leaders to force the men into a strike without their knowledge or consent, but if the men would unite and hang together in a demand for a much larger increase than they ask, and would tie up every car until they got it, the public would approve and applaud them in doing so.

There is no regularity about cars and no dependence on them, and every day people who depend on a car coming along on schedule time, in two, three or five minutes, have to wait ten, fifteen or twenty minutes, perhaps in the rain or cold east wind, and maybe miss a train or a business appointment or be late at their work. And many cars, every time they stop, make a grinding, grating, car-splitting, nerve racking noise, and are run thus day after day and week after week with no apparent effort to fix them—a species of service that would disgust the residents of Skamokawa or Scappoose.

But worse than this, there is no protection for human life. The law requires life-protecting fenders, but the fenders in use are of no service whatever; they are neither useful nor ornamental. Every few days some person is run down and killed or badly injured, either through some degree of carelessness or negligence, or in part because the cars are not provided with fenders that will perform the proper work of such appliances.

The latest instance is the killing of Mrs. Lavier and the serious injury of her husband. The poor woman was run over and instantly crushed to death, when a suitable fender would have thrown her from the track and only bruised her. How long will the people permit this species of manslaughter to go on? A few very heavy judgments for damages might result in some reform.

Because it has possession of the streets, gained for nothing, the officers of the company seem to think they have a right to run cars or not as they please, at any time they please and to run over everybody who happens to get in their way.

They ought to be made to pay their employes decent, living wages, so that they could secure good, careful men, and to provide every up-to-date device for the protection of life and limb. Surely enough people have been killed and mangled to justify the people in making a "roar."

This is a subject that will undoubtedly come before the legislature and Multnomah's representatives will be particularly interested in seeing that a speedy remedy is found.

1906-1907.

Another year has ended and a new one begun. The record of 1906 is all made up and has become material for history, and 1907 has just begun its career, the particulars and details of which nobody knows. The year just ended in state and nation has been a big one in many ways—in the volume of products, in property, in development, and along many lines of progress, though it has been also a year of more than the usual number of dire disasters and great calamities, the earthquake and fire at San Francisco being the greatest of these.

The state of Oregon and the city of Portland have gone forward during the past year faster and farther than in any previous year, and start out with very bright prospects for the year just opening up. Oregon as a whole is in fact just fairly bursting her shell and beginning to expand into a new and larger life, and we can look for greater results this year than last, and so on for every succeeding year to come for a considerable period.

A good deal of railroad building will be done, which is the main agency in developing a young state, and with a more liberal and less "sucking" policy in the past Oregon would have been developed much more than it is.

The improvement of the Columbia river will go on, not as rapidly as was hoped for or as is desired but enough to save the tributary country from going backward; and as it develops and as more railroads are built and become interested in Oregon's commerce the larger will be the appropriations that can be obtained; so that in a few years we may expect to see the Columbia river opened up at the mouth and above The Dalles, and some coast harbors improved. Trolley lines up the Willamette valley will also be built and put into operation in the near future, and in other parts of Oregon, also, and they will aid greatly in bringing in settlers and stimulating general development.

Oregon is beginning as never before to be a great fruit state and a great fine-stock state, as well as a great dairy state. It has far more timber than any other state in the Union, enough to keep hundreds of mills running for many years—providing they can get cars to carry off their products. The number of its products is large and varied, and they can and will be increased in volume and value many fold.

Portland has grown much more in 1906 than ever before, and that record, according to the present outlook, will be beaten this year. It is going to be a big city, as the New Age has said for the past ten years, and it is getting a big swinging move on now. Portland and Seattle are pretty nearly of a size and in some respects the Sound metropolis has the advantage, but if Portland develops more of the "Seattle spirit" it can keep in the lead, because it has so much larger area of rich, productive country immediately tributary to it.

Not only Portland but Oregon badly needs the coal beds of the Nehalem valley and of Morrow county and other places to be opened up so as to supply manufacturing plants and ships with cheap fuel; and Portland, if it is going to get and remain in the ascendancy commercially must get out and hustle in new fields of commerce, not in distant lands so much as along the Pacific Coast—in Alaska, over on Grays Harbor, on Coos Bay, and in California and South America. Ocean commerce is the life blood of a seaport town, and Portland needs to make vigorous movements to extend and enlarge its commerce. Harriman and his dead and alive man Schwerin can be depended upon for no help or encouragement. They seem to work against Portland water traffic in every way they can. Schwerin can never find any vessels to run from and to Portland, although vessels in plenty can be obtained by anybody else for any other port. So Portland men must depend on themselves and make combinations somewhere and somehow so as to secure vessels for the ocean going business that is already large but that would be many times as large in a few years if it was properly pushed and cared for.

Oregon is a splendid state and Portland is a fine city, and the New Age being now quite an old resident here rejoices in their prosperity, their progress and their bright prospects. So here's a happy, prosperous and progressive New Year to everybody.

THE NEGRO CRISIS.

In The American Magazine Rev. Washington Gladden discusses separation of the races as possibly the only solution of "The Negro Crisis." Following is a brief epitome of his article: Emancipation left the country the legacy of caring for the negro race. The welfare of the negroes became the concern of the nation, whose duty it was, in their condition, to protect them. Though this is in large

part a problem for the south, it is also one for the north. The north is responsible for emancipation; it cannot escape responsibility for the consequences. The negroes number some nine million people, one-ninth of the whole. The welfare of so great a proportion of our people must be of consequence to all. The negro problem is a national, not solely a southern problem. The nation has manifested interest in aliens; how much more should it in its own citizens.

Carl Schurz said not long before his death that there will be a movement either in the direction of reducing the negroes to a permanent condition of serfdom, alongside the mule, without citizenship, or a movement in the direction of recognizing him as a citizen in the full sense of the term. One or the other will prevail. The movement first described is already in full swing. Negroes are deprived of citizenship and ostracised in the south, and in many cases are actually made serfs, while in the north they are as a rule not admitted to trades unions—and solely because of their color. In fact the economic opportunity of the negroes is better in the south than in the north. But in the south in particular this movement to reduce the negro to actual serfdom is rapidly gaining volume.

This movement is justified by the professed fear of social equality and amalgamation, but Mr. Gladden says: "During more than 40 years of work among negroes in the south, one society with which I have been closely connected has brought many hundreds of white women into social relation with negroes; they have lived together under the same roof, eaten at the same table, associated as social equals, and there has been no tendency whatever to miscegenation; no marriages have occurred, nor has there ever been a case of attempted rape or felonious assault among the tens of the thousands of negroes who have been inmates of these institutions. So that this professed fear on the part of southerners is largely imaginary or feigned."

Negroes do commit crimes, but to no such extent as the public is led to suppose. In 1902, out of 241 lynchings only 57 victims were accused of the crime of assault on white women, and in a large proportion of these cases the accusation was not proven. This proves that the plea that negroes are lynched only for this crime is a false pretense; they are lynched for any crime and sometimes for none, from sheer, unadulterated race hatred. And these lynchings are the cause of much of the crime, for such methods are brutalizing to the whole population. The real purpose of these lynchings is to humiliate, terrorize and crush the manhood of the negro, so that he will submit again to slavery.

It is not likely that this movement can succeed for negroes may submit to disfranchisement, but not to the extinction of intellectual and economic opportunity. Mr. Schurz said: "To keep a race in slavery that had been in that condition many generations is one thing, comparatively easy; but to reduce that race to slavery or something like it after it has been free for half a century, and increased from four to nine millions, is quite another thing—nobody knows how difficult and dangerous."

Mr. Gladden, then discusses segregation—placing the negroes together in three or four southern states—but he seems to have but little faith in such a scheme. "It is idiotic," he says, "to talk of deporting the negroes to some other country. They are here and here they must stay." But such segregation as he speaks of is no less chimerical.

But the other movement of which Mr. Schurz spoke is also in motion—that of recognizing the negro as a citizen in the full sense of the term, and it will gradually grow either with or without a race war.

A southern president of a Southern University says: "There is but one thing to do with a human being, and that is to give him a chance." A South Carolina college professor says: "The negro race must somehow be built into this national fabric and organically incorporated with the national life and character." And another professor of the same college says: "For a superior race to hold down an inferior one merely that the superior race may

have the services of the inferior was the social doctrine of mediævalism. To deny the negro the strongest and highest influences is to enslave him to a life of moral weakness and degradation. And the God who made him will not overlook such unrighteous conduct."

WHERE HAS BOURNE BEEN?

What became of would-be senator, Jonathan Bourne as soon as the result of his lavish expenditure of money throughout the state last spring was known? Nobody in Oregon has seen him though he has lately been heard of in Washington, D. C., and before that he was in Massachusetts for a while, but during the summer, it is supposed, he was playing golf under the protection of the British flag, which is a favorite emblem of his, of course, at Bauff Springs in British Columbia. Now there was no intrinsic harm in that, but shouldn't a man who expected to be elected to the United States senate have been paying some attention to Oregon affairs during all those months? As The Dalles Optimist says:

"Common sense, not to say ordinary decency and gratitude, would have constrained Bourne (if he had possessed any of those qualities) to go around over the state, after having received such a vote, and made himself acquainted with the people and their wants in congress.

"While Bourne was playing golf and idling away four months in voluptuous pleasure up in British Columbia, there was held in Oregon about twenty-five different meetings, conventions, and fairs in different parts of the state to promote the development and various interests of the state. There were three or four irrigation conventions, a deep water convention to secure aid to the rivers and harbors of Oregon, four or five delegate meetings to develop and promote the interests of the Willamette valley. Fairs and other like meetings at Klamath Falls, Burns, Ontario, Baker City, at Redmond on the Deschutes, at The Dalles, Hood River, Coos Bay, Astoria, Forest Grove, McMinnville, Albany, Eugene, Salem and Portland, and not one of these meetings did Jonathan Bourne attend or write a letter to. Senator Fulton attended nearly all of these meetings, took an active part in them and addressed all of them.

"But this is not all. Before the June election was held, Bourne was invited to dozens of meetings of the republican party in different counties, and never showed up at a single meeting. He could not be dragged out by the heels to attend a meeting of the party on whose ticket he was running for office; and he has never yet attempted to address a public meeting in Oregon on any ticket, and never wrote a communication to any public journal discussing any public question."

What sort of a record is that for a man to come before the legislature on and ask to be sent to the senate? Who can believe in his sincere interest in Oregon needs and Oregon affairs after thus idling away all these months? The Dalles paper interprets Bourne's inactivity and absence thus:

"Jonathan Bourne dare not show himself to the people he wants to represent in the senate. His personal appearance and total lack of ability would condemn him quite as much as his want of political character. If he had attended these public meetings as Senator Fulton did the people would have taken his measure and seen his utter unfitness for the office of senator and seen how badly they had been "faked" with Bourne's bought-up praises in hired newspapers and Long Green dope sheets. The more Jonathan Bourne is investigated the more plainly does it appear that the man is not only wholly unfit and undeserving a seat in the senate, but he is wholly unworthy the confidence of the people or the republican party; and it would be positive and downright idiocy on the part of the legislature, and moral treason to the interest of the state, to elect Bourne to the senate."

MORE MUCKRAKING.

Some magazine muckraker has published a long attack on Frederick Weyerhaeuser, the big timber owner, because he has bought up a great deal of timber lands, but except for some unsupported innuendoes it does not appear that Mr. Weyerhaeuser has obtained any of the lands fraudulently, or on any other terms than anybody else with the same amount of foresight and cash could have obtained them. He made a good deal of money legitimately; he looked far ahead and saw that good timber lands would increase greatly in value; and as opportunity offered he invested in them, buying them from railroads, other companies, and individuals, for whatever price

could be agreed upon. As he expected, the price rose, and greatly increased his wealth, but it is as free from taint as that of any rich man.

Mr. R. L. McCormick, the manager of the Weyerhaeuser interests in the Pacific Northwest, comes in for a share of the muckrakers criticism, though not a thing is really alleged against him. Mr. McCormick is one of the best and "whitest" as well as one of the biggest men, physically and intellectually in the Pacific Northwest, and partly in connection with the Weyerhaeuser company's business has been a great factor in developing the industrial life of Tacoma and other portions of this region. He was the republican nominee for mayor of Tacoma at the last election, and would have been elected except for the impertinent and malaculous interference of E. H. Harriman and his attorneys, who, according to report, opened up a large "sack" on the eve of the election and secured all the purchasable votes for Wright.

Large timber land holdings are an absolute necessity. Single quarter-section claims in the hands of individuals would be worthless to them or anybody else. Big timber owners and lumber companies can and do build and operate big mills, employ thousands of people at good wages, fill hundreds of ships and trains with lumber for export, and clear up the land for subsequent settlers. Without such men as Weyerhaeuser and McCormick this region would be a semi-wilderness for the next hundred years. It would be a good deal better off if it had a lot of McCormicks, associated with such big business companies as that headed by Mr. Weyerhaeuser.

PRESIDENT AND TROOPS.

The New Age does not believe in abuse or inconsiderate censure of the president for his action in dishonorably discharging the colored troops at Brownsville, and cannot think that he did so because they were colored instead of white troops; yet some of the greatest statesmen and lawyers of the country, among them Senator Foraker of Ohio and Senator Rayner of Maryland, believe he exceeded his authority as ex-officio commander-in-chief, and that the men were discharged on insufficient evidence and for insufficient reasons.

It was to be expected that evidence in that locality, where colored men in any other capacity than slaves or chattels are hated and looked upon as out of their place, would be manufactured against them, and it ought to have been received with a great deal of caution. But even if the facts alleged against the half dozen or so colored soldiers be true, and even supposing they had no great provocation, as is more than probable, why should several hundred men be punished arbitrarily and without even a military hearing because they would not tell what they were assumed to know, or because they did not know? The president refers to two or three precedents for such action, one by General Grant and one by General Lee, but what they did was done in time of war and when a commander was excusable for exercising despotic authority.

We are inclined to believe that a few of the soldiers were guilty and ought to be punished, but we apprehend that a great deal of the testimony against them was made up by people who wanted to get rid of them, and that the crime of a few should not have been arbitrarily visited upon the whole battalion, many of whom were soldiers of many years' experience and with unblemished records. In fact, colored soldiers have usually made a superior record, both in war and in peace, a fact that ought not to be forgotten.

In Indianapolis a drug clerk shot and killed a colored man, without any excuse whatever, and telephoned for the body to be carted away as if it had been a dog. If a colored man in his own place of business had done the same to a white man, the chances are that the black man would have been immediately lynched, while it does not yet appear that the white murderer will be punished at all. It is such cases as these that cause many negroes to be troublesome.

The more Mr. M. F. Nolan of The Dalles writes about his land office af-

fairs, the more it appears that he has put his foot in it. When M. A. Moody is called on to tell his side of the story, the public will know about what happened.

Enough senators may possibly stand out against Bourne's election to prevent a majority in that body. This would be a far more desirable and creditable action than the one he engineered 12 years ago.

The more the magazine muckrakers throw dirt at Senator Fulton, the greater the sympathy with him and the support likely to be given him in Oregon.

The "race riots" down south are a good deal like the battles in the Philippines. When the shooting is over nearly all the dead ones are colored.

It was not Millionaire Hartje, the greater criminal by far, but Hose his negro tool and victim, who was sent to the penitentiary for six years.

Sheriff Stevens is entitled to a kick; if he is held responsible for the prisoners he ought to have control of them and authority over them.

The pretense that Bourne is an anti-corporation, anti-monopoly man is assuming the form of a ghastly joke.

This district needs a strong, active, able, pushing man as representative in congress, and it has—Ellis.

Hermann doesn't have to spend any of his \$100 a month clerk hire for that purpose.

Let us hope the governor's message will not be as long as the president's.

If Bourne's term were to be as brief as Mulkey's will be, he might be borne.

It is nearly time for the city political pot to begin to bubble a little.

Two weeks yet to dicker on presidential officers.

The water wagon is loaded again.

Albina Club (George Ross), choice wines, liquors and cigars, 134 Russell Street, Portland, Ore. Phone East 4386.

Everett Market, (E. L. Peck, Prop.), Choice Meats and Poultry, 413 Everett Street, corner Tenth, Portland, Ore. Phone Main 1540.

Ryan & John, dealers in choice groceries, meat, fish and poultry, phone Main 522, 61 North Park street, corner Davis.

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