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Our Candidate for President
JOSEPH BENSON FORAKER
Of Ohio

EDITORIAL

TILLMAN'S TIRADE

Senator Tillman broke out again this week, after studying a good while how he could antagonize the president for what he has said in behalf of the colored race and at the same time vent his own hatred of that race. He concedes that the president was wrong in discharging the colored troops at Brownsville, that it was wrong to punish men without giving them a chance to defend themselves and that the president exceeded his constitutional authority, but he inveighs against the policy or practice of considering or treating colored people as citizens or persons having equal rights with whites at all. The mischief, he says, was begun in the "recognition" of the negro people by inviting Booker T. Washington to luncheon, and was augmented in the president's declarations that colored men were entitled to the same privileges, rights and treatment as white people. This is all wrong, says Tillman. The negroes should be treated as nothing but lower beasts and chattels. They are entitled to education, to opportunity, to encouragement, to any privileges, except such as the superior race choose to accord them. As soon as they are in anywise "recognized" as worthy of or entitled to equal rights, they become insolent, and unbearable, a menace to society, and the result will be amalgamation of the races and the disappearance or deterioration of the caucasian race. The old question is asked: "Do you want your daughter to marry a nigger?" Tillman asks the president if he wants his children to marry negroes. And all this nonsense because it is proposed to legally recognize negroes as citizens entitled to equal rights and privileges under the law with others. This cry of society equality and amalgamation is mere rot. Because a colored man is given the rights of a citizen and protected as one it does not follow that he expects to marry a white society belle, nor are white people on this account going to rush into matrimony with colored people.

Tillman says it might have been foreseen what the troops at Brownsville would do because colored troops had been criminally disorderly before, but there is no evidence that they have been more so, if as much so, as white troops, who are frequently in trouble over similar acts of lawlessness, but are never thus punished. Tillman acknowledges that he hates a negro, except as an obsequious, subservient, underpaid drudge, in effect a slave and so of course he is not competent to discuss the subject of negroes' rights and wrongs from an impartial point of view. Such men are doing what they can to bring about the race war that they predict and pretend to deprecate. But they probably really desire and are working to bring about a race war, with the purpose of exterminating the negroes, or so thinning them out and intimidating them that they will not dare to attempt self-improvement again.

FREE WATER.

From one point of view it does not appear right that consumers of water for household purposes should get it absolutely free, and a proposition by itself we think they should not, but should pay its cost, in proportion to what they consume. But there are other considerations that should be taken in connection. As it is now these consumers, in the majority of cases comparatively poor people, and renters, have been paying not only in proportion to what they use but a good deal more, and they are fairly

entitled now to an inning, and to get a rebate on the money that they have paid for the benefit of richer people. Besides the water consumers, and especially the householders, have been paying for laying mains and laterals that added hundreds of thousands if not millions of dollars of value to lands of persons who paid no more for water than they did. A large percentage of the \$1.50 a month that for many years the small consumer has paid has gone to benefit owners of land, in many cases largely vacant land, owned in most cases by rich or well-to-do people. This is a manifest injustice, and no time ought to be lost in correcting it. It is true that the water board has reduced the rate to \$1 a month, but this is still double what the average house ought to pay, and three times what it ought to have paid during years past. The people who have been benefitted by the increase in the value of property they own by the water system in equity owe these consumers a lot of back pay. It might not be best to make water for domestic use absolutely free, but it ought to be reduced to 50 cents a month. Then make the abutting and adjoining property pay for new mains and laterals, make the city and county pay for what water they use for all public purposes, and then raise the balance by general taxation. If the consumers of water for domestic purposes only cannot get water for about 50 cents a month, then it is in order for them to vote for Mr. Wagner's proposition to make water entirely free to them. The wonder is not that such a proposition is made and strongly supported now, but that the people have stood the unjust exactions of the water board so long.

PUBLIC OWNERSHIP.

The time will probably come when public ownership of street car lines will obtain in most cities. The people don't like to take hold of so big a project, and fear that results would not be satisfactory and so will not take over the street car systems as long as service of private corporations is at all tolerable, but such service in some cities, notably in Portland, is becoming simply intolerable, and will not always be endured. Besides, the people are working up to the subject of more equal taxation, and of the taxation of franchises of public service corporations somewhere in proportion to their privileges and enormous incomes, but it seems impossible to devise any means to make these companies pay a just proportion of their taxes, or any proper percentage of their earnings, and if this cannot be done the people will eventually take a short cut to a solution of the whole matter by taking and running the railroads themselves. Their value would be ascertained, and bonds would be issued for the necessary amount, and the earnings, even at reduced rates, would provide for interest on the bonds and a sinking fund, and also for improvements and extensions. What is the use, people are asking, in giving these immensely valuable privileges to these corporations if we cannot get taxes out of their enormous earnings, and cannot have decent service for the public?

The street car monopoly in Portland evidently acts on the principle, "The people be damned." Its service is abominable, it overworks and underpays its men and does not employ men enough to do the work; it employs in some cases incompetent men because it can get them cheap; it doesn't supply itself with sufficient power or enough cars; it pays no attention apparently to schedule time and nobody knows when a car is coming at any point; frequently one may wait 15 or 20 minutes for a car on a 5-minute line and then the car may rush past and not allow a waiting passenger to get on—in brief, it is disregardful of the public's requirements and indifferent to multitudes of protests. Public ownership may be the only remedy, as a last resort.

SUPREME COURT RELIEF.

With each recurring session of the legislature springs up the agitation for some measure to give relief to our worthy and overworked members of the supreme court. The state has undergone a wonderful change since the ancient organic

law was framed. So remarkable has been the change that it beggars description, yet the people seem content to endure for the sake of traditional reminiscences—for there can be no other reason—the great inconvenience incident to the old and outgrown constitution.

The question that demands the attention of the present session of the legislature and one that should be met is the relief of the Supreme Court. How this is to be accomplished is a matter that will require much thought, but surely some way can be found to meet this crying necessity.

The proposition to pass a joint resolution submitting the question of a constitutional amendment increasing the number of judges from 3 to 5 is a worthy one, but in that case there is an element of doubt as to the ultimate result, since the people to whom the amendment is to be submitted have, as past experience shows, a great antipathy to tinkering with the constitution and the amendment idea, however good, might fail to receive the necessary votes to carry.

Many lawyers advocate the Supreme Court Commissioner plan. This is a way out of the dilemma and since it has been found to work well in California, deserves more than passing consideration.

The main argument heard against the commissioner idea is that lawyers generally would want to have their judges hear their cases, and that the commissioners would have nothing to do only draw their salaries, while the judges would have to do all the work as now.

At any rate relieve the court.

THE NEW JUDGE.

Mr. Justice Eakin the new member of the Supreme Court was sworn in at Salem by Chief Justice Moore last Monday and immediately took his place upon the bench.

Judge Eakin is well equipped for the high office to which he has been elevated, and this honorable court—the pride of Oregonians, will continue in the confidence and veneration of our citizens so long as men of such profound learning, meritorious worth and splendid patriotism constitute Oregon's chief judicial tribunal.

It develops that the "negro soldier" who gave offense to two ladies on the streets of El Reno was a Pullman porter, and that the "outrage" lay in the fact of his momentarily touching one of them with his hands to keep out of the mud. In view of this explanation it would appear to be unnecessary for an excited populace to shoot up the barracks or to take any further action except possibly to call on the Pullman company to disband its Oklahoma employees without honor.

Tillman is down on the negro race because God made it black. God had some inscrutable purpose in view, no doubt in making Tillman a blackguard and blatherskite.

State Printer Dunway has given ample proof that he means to do the square thing, and he will not ask any more than is reasonably coming to him.

Four democratic senators showed good sense by voting for Mr. Haines for president and so preventing delay and a possible deadlock. They are entitled to the people's commendation.

There are two sides—or more—to the railroad commission law, as proposed by the Portland Chamber of Commerce.

Senator Foraker still insists that the alleged negro criminals were never given an opportunity to defend themselves.

Voting for Bourne will be a bitter pill for many to swallow, but they think they have to do it.

It would take 40 years instead of days to study and digest all the bills that will be introduced.

Evidently Mr. Mulkey will be elected senator for the short term and Mr. Bourne for the full term next Tuesday.

The legislature can always rely on Attorney General Crawford's opinions. President Haines will be all right.

The governor's message was nearly as long as one of Roosevelt's annuals.

Of course the governor wants the appointment of all the commissions.

The change from Secretary of State Dunbar to Benson will be agreeable.

Next Tuesday it will be Senator Mulkey—but only for a little while.

Can't the people be entrusted to elect railroad commissioners?

The legislature need not think much—Mr. U'Ren is at Salem.

Perhaps the governor is figuring on beating Fulton in 1908.

President Haines is the right man in the right place.

It is on the whole a capable and honest legislature.

Mr. Davey will make a model speaker.

The New Age congratulates Speaker Davey.

The legislature made a good start.

COLDEST IN YEARS.

Icy Grip Holds Northwest—Shortage of Fuel Increases.

Portland, Jan. 15.—With the mercury steadily falling all day Sunday and Monday and promising to continue at a low point today, Portland is shivering from the effects of the severest cold snap in many years. Between 5 a. m. and 5 p. m. Sunday the temperature fell 7 degrees virtually without a break. When the weather bureau closed Sunday night at the latter hour the thermometer registered 17 degrees above zero and yesterday hovered near that mark all day. With the fuel shortage more acute than ever before, the cold wave could hardly have struck Portland at a more unfortunate time. What is true of Portland applies to nearly every city in the Pacific Northwest, as the cold snap is general. At Vancouver the Columbia river is frozen over. The Willamette river is full of running ice and may become blocked at any time. Navigation on the Columbia is at a standstill. Many of the lower river boats have been taken off their runs and from present indications nothing will move for several days.

Inland Empire Icy.

Spokane, Jan. 15.—The whole Inland Empire is in the grip of the most severe cold weather known for a decade. At Pullman the mercury dropped to 18 degrees below zero; at Palouse, the minimum was 11 below zero; Sand Point, Idaho, reports 12 below; Moscow, Idaho, witnessed 10 degrees below; North Yakima reports 7 degrees below; and in Spokane the lowest mark recorded is 1 below. In Yakima valley equally cold weather was experienced seven years ago, but elsewhere the present cold snap is the most severe in 10 years.

The unprecedented shortage of fuel throughout the Spokane country adds to the inconvenience of the situation. Coal is scarce and selling at abnormally high prices. In some districts wood is fairly plentiful, while in the Big Bend and Central Washington sections all fuel is reduced almost to the vanishing point. General suffering is certain to ensue if the temperature does not rise speedily.

In various sections the railroad companies have notified the coal dealers that coal cannot be delivered for an indefinite period, and it is announced that large consignments of coal from Canadian mines to the Inland Empire points have been diverted by the Canadian Pacific railroad to Alberta and Northwest Territory points where the weather is exceedingly severe and fuel is demanded by suffering settlers.

Throughout the Palouse the frost has damaged deciduous trees. In orchards the crackle of bursting fruit trees is compared to the report of shot guns.

Stock has not yet suffered, but all animals are being fed heavy rations and a speedy rise in the price of forage is predicted. One foot of snow covers the ground and wheat crops will not be damaged by frost.

Montana Swept by Blizzard.

Butte, Mont., Jan. 15.—Dispatches from throughout the state tell of a blizzard which appears to have generally enveloped the state, raging with great severity in central portions of Montana. For the past 36 hours Fergus county has been in the throes of a blizzard, the thermometer dropping as low as 25 below. In Western Montana the blizzard has apparently subsided. Eastern Montana sections appear thus far to have fared better. On the flat below Butte 28 degrees below zero has been reported.

Montana Situation Serious.

Helena, Mont., Jan. 15.—The worst spell of winter weather experienced in Montana for many years now prevails. Unusually heavy snow in the northern part of the state and extremely cold weather is stopping the operations of trains, endangering lives of cattle and sheep, and even menacing human life in remote districts. Old stockmen say the outlook is more serious for their herds than at any time since the memorable winter of 1887-88.

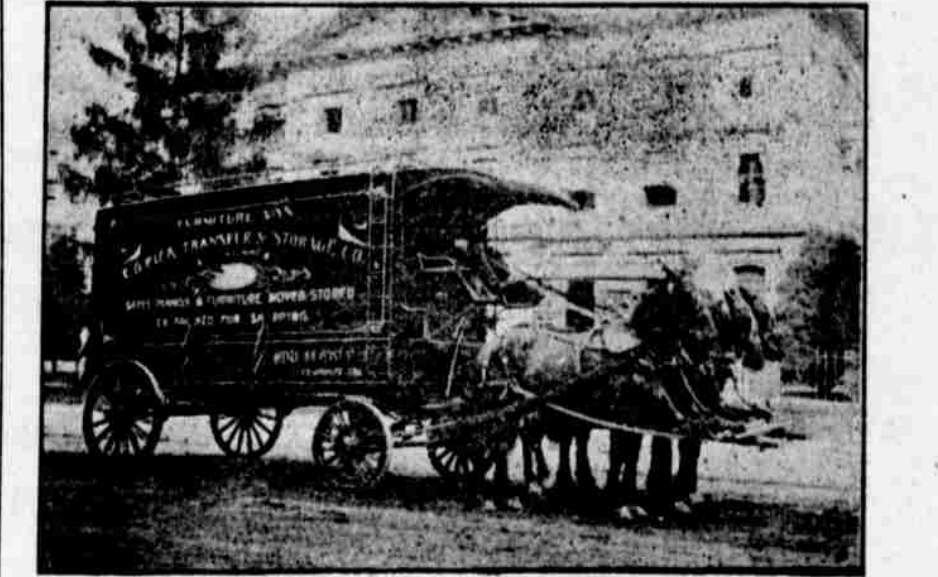
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