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Our Candidate for President

JOSEPH BENSON FORAKER
Of Ohio

EDITORIAL

RAILROAD LEGISLATION.

A good deal of the newspaper and other talk of railroad regulation and control, fixing rates, and so on, ought to be diluted and discounted a good deal by the legislature. Some legislation is demanded and desired, and may be in order, but it ought to be very carefully drawn and well considered, and not enacted out of any spirit of hostility to the railroads, or else it will be bound to do more harm than good.

The main cause of complaint as Mr. Cotton says, has been the lack of cars, and if it had not been for this there would have been but little if any agitation among the people for railroad regulation. Possibly a new trial demurrage law might prove a good thing, though it is pointed out that it might greatly restrict shipments out of the state. If a law can be devised that will induce or compel the railroads to furnish more cars and locomotives, sufficient to carry away lumber and other products promptly, without overbalancing evil results, it would be a good thing. But it is pretty certain that after their experience of the past year the railroads scarcely need any law to induce them to do all they can to supply the shortage in cars, for it is certainly to their interest to handle all the traffic possible, and being now fully advised of the situation they can be pretty safely depended upon to relieve it as fast and as soon as possible.

As to the railroad commission, the legislature will do well to consider the question in all its phases and probable consequences before being carried away by popular clamor, which, after all, is not nearly so loud or general as some newspapers make it out to be. The history of railroad commissions in this country is not such as to give the legislature a favorable impression of them. In some states, for a little time they have been beneficial, but as a rule they have been worse than worthless as one was in Oregon. They have been a heavy expense and burden upon the taxpayers, and have accomplished but little. Commissions in states on both sides of us, in California and Washington, are examples that are warnings to the legislature. In California the commission is notoriously a mere pretense, so far as doing anything for the benefit of the people is concerned. While in Washington, the governor, under pressure, has had to remove one of the commissioners, and the others are under fire for squandering a great deal of money with but little if any good results to show for it.

It is true that the Harriman railroad system has not built extensions and branches and new lines into resourceful and undeveloped sections of the state as it was and is desirable that it should, and the people have some just cause of complaint on that score, but will anybody who is clamoring for a regulative commission point out how it could force Mr. Harriman to build more railroads in Oregon unless he chose to do so? Would he not be less inclined to build extensions and new roads with a law empowering a commission to fix rates at its own will and regulate the roads in whatever way it chose than if he were not thus handicapped?

Rates have been reduced a good deal within the past few years and doubtless will be reduced more, and even if too high in some instances it is far more important to Oregon to have more railroads and more equipment for them and for those in existence than to have reduced rates. The lumbermen and farmers and orchardists and manufacturers and merchants are

all doing pretty well, or would be if they could get cars enough; they then would be exceedingly prosperous with existing rates; why then antagonize and hostilely hamper the railroads when we need them, and more of them, so much?

What Oregon wants is development, and this it can have only by a liberal treatment of the railroads, and all possible encouragement for more railroad building. Unless they can manage their lines without too much interference and so that they can make a fair profit and have some surplus for new roads, the railroad presidents and other capitalists are not likely to invest much more in railroads in Oregon. So it would be very injurious to the state to have any radical legislation at this time. It will be better to bear some of the ills we have than to incur worse ills by foolish remedies.

The people will be disappointed if there is no legislation at all on the subject of railroads, and what can in reason and moderation and with assurance of success be done to better conditions should be done, but hasty and radical measures should be avoided, and members of the legislature should be careful not to give too consenting an ear to some of the newspaper representations that are being made.

SALOON REGULATION.

It seems to be quite generally agreed that liquor licenses should be raised to \$800, as the council will probably do soon, but the measures proposed by the initiative One Hundred to be submitted to the people at the election next June, are entirely too radical, and should be and probably will be voted down. The proposed \$1,000 license might not be very objectionable, though if the council fixes the license at \$800 that will do very well for a year or two at least; but some of the other propositions of the One Hundred are not practicable in a town of Portland's size and position. The liquor traffic is gradually being more and more regulated and restricted, and as long as this process is carried on gradually and moderately, and within reasonable bounds the people will help it along, but they will not approve of what seems to them unreasonable measures. Laws concerning the liquor traffic as well as others, in order to be enforceable must be supported by public opinion, and what the One Hundred committee proposes would not be enforced if enacted, because the people would not elect men who would enforce it.

Some provisions of the law regulating and restricting liquor selling are now pretty well enforced, and most saloon men comply with them voluntarily. It is so with reference to the 10'clock closing ordinance and selling liquor to minors, and allowing women in saloons and this is a good deal to have accomplished. The Sunday closing law is not enforced against saloons because it is not sustained by public sentiment, or if it would be the law closing some other places of business is not; and the saloon men, as they would be entirely justified in doing would demand, if their places were closed on Sunday, that all others should be made to obey the law also. Sunday closing of saloons may come, but the time is not yet ripe for it here.

But other features of the proposed regulative ordinance are more impracticable and unreasonable, such as allowing only one saloon on a block. There is no good reason for any such law, for it would not decrease drinking appreciably. It would only decrease the revenue from saloons by a large amount and give a few saloon men a chance to make a good deal of money, and would crowd others out of business. It would injure owners of buildings to rent, throw a good many people out of employment, and benefit nobody.

The trouble with some reformers is that they want to make everybody act just as they, the reformers, want them to act in every respect. Some of these people, if they arise at 5 o'clock every morning, winter and summer, and retire at 9, would like to compel everybody else to do the same. The world isn't going to be reformed very much in any one year, or decade, or generation but only very gradually, little by little, and the true reformers are those

who work along possible, practical lines, and gain ground inch by inch.

SEES WITH CLEAR VISION.

In his book entitled "The Future of America," H. G. Wells, the British author, who made a study of the United States and its institutions last year, has a chapter on the negro question, in which occurs the following striking passage:

Whatever America has to show in heroic living today, I doubt if she can show anything finer than the quality of the resolve, the steadfast effort hundreds of black and colored men are making today to live blamelessly, honorably and patiently getting for themselves what scraps of refinement, learning and beauty they may, keeping their hold on a civilization, they are grudging and denied. They do it not for themselves only, but for all their race. Each educated colored man is an ambassador to civilization. They know they have a handicap, that they are not exceptionally brilliant nor clever people. Yet every such man stands, one likes to think, aware of his representative and vicarious character, fighting against foul imaginations, misrepresentations, injustice, insult, and the native unspeakable meanness of base antagonists. Every one of them who keeps decent and honorable does a little to beat that opposition down.

"But the patience the negro needs! He may not even look contempt. He must admit superiority in those whose daily conduct to him is the clearest evidence of moral inferiority. We sympathetic whites indeed, may claim honor for him; if he is wise he will be silent under our advocacy. He must go to and fro self-controlled bearer of all the qualities that the great flag of America proclaims—that flag for whose united empire his people fought and, giving place and precedence to the strangers who pour in to share its beneficence, strangers ignorant even of his tongue. That he must do—and wait. The Welsh, the Irish, the Poles, the white South, the indefatigable Jews, may cherish grievances and rail aloud. He must keep still. They may be hysterical, revengeful, threatening and perverse; their wrongs excuse them. For him there is no excuse. And of all the races on earth, which has suffered such wrongs as this negro blood that is still imputed to him as a sin? The people who disdain him, have no sense of reparation toward him, have sinned against him beyond all measure.

"No, I can't help idealizing the dark submissive figure of the negro in this spectacle of America. He, too, seems to me to sit waiting—and waiting with a marvelous and simple-minded patience—for finer understandings and a nobler time."

AS WAS EXPECTED.

Of course the sleet storm accounted for some of the delays and discomforts suffered by citizens who desired to ride on the street cars early this week, and so are not chargeable to the monopoly that seeks to control all the "juice" in Oregon; but of course also the delays and discomforts were twice or thrice what they should have been and would have been if the company had been reasonably well prepared for any such emergency. Having only a fraction of the power needed at the best of times and under the most favorable circumstances, although any quantity of power is to be obtained, it cannot be expected to be prepared to do much in the way of service when a little storm comes along. In an eastern city such an incident would have disarranged traffic for about three hours instead of three days—or maybe three weeks.

Then the Portland monopoly of light and power, not being willing to employ enough men or pay them decent, living wages, is of course never prepared to right things up promptly if they go wrong, or to try to give the people the best service possible in an emergency. Even after it had announced that certain lines were in operation the same as usual, there were people in many instances who stood on wet corners in the rain along ten-minute or 5-minute lines for 10, 20 or 30 minutes waiting for cars.

And as for street lights—Oh, w'll get them by next summer at least on moonlight nights. Don't kick. The

company is in no hurry, and it has a monopoly. It is rather poor, and is making only a few hundred thousands a year off the people, so can't afford to hire a great many men or to pay them decent wages. Some day the people will take the property, pay these high and mighty personages what it is really worth, and run the business themselves, rather than be imposed upon in this way.

MULKEY FOR BRISTOL.

Senator Mulkey has begun his brief term in the United States senate, and his first official act was to ask that the Bristol case be taken up and disposed of.

Mr. Mulkey was asked upon his arrival at Washington about his attitude and probable course in regard to the Bristol case. He said that he was a personal friend of Mr. Bristol, and hoped to see him confirmed. But, before taking any action, it had been his intention to ask the judiciary committee to show him the records in the case, so that he might know exactly what is held against the district attorney. From his knowledge of the facts, he was convinced that there was nothing of sufficient importance to prevent confirmation.

When told of the compromise that had been arranged between Mr. Fulton and the President, Mr. Mulkey said:

"If that compromise is satisfactory to the President, I see no objection to it whatever. I should, of course, like to see Mr. Bristol confirmed, unless there is something against him of which I have no knowledge, but, in view of the facts as I learn them now, I am very much inclined to believe that this compromise is the best solution of the matter. I should very much dislike to see Mr. Bristol rejected by the Senate, for I think his conduct does not warrant such harsh action, and, furthermore, his rejection by the Senate would injure his professional standing for all future time. I shall look into the case at the earliest opportunity and shall consult with Senator Fulton about it. I do not want to have friction with Senator Fulton over this or any other matter, and I believe there will be none. As I said before, I believe the compromise is a happy solution of this long-standing controversy."

BROKE UP THE CLUB.

President Roosevelt nearly broke up the Gridiron Club in Washington, D. C., the other evening, and turned what is always intended by that club to be an evening of merriment and jokes at prominent public men's expense into one of oppressive gloom. Being joked about his imperialistic methods and temperament, instead of responding in harmony with the spirit of the place and occasion, he delivered himself of a vigorous and serious defense of his actions, and an assault on those who had criticized him, which was as much out of place there as an owl in a cage of monkeys or a revivalist at a dance. But since the President took this tone, Senator Foraker, who was present, responded in kind, and gave the president all he wanted in reply to his attitude on the Brownsville affair. The discussion was entirely out of place, and "a bore" to the club, which had no idea that the president could not take a little pleasantry without raising a tempest and starting a row. But since he had to ring in the Brownsville and California affairs and discuss them in dead earnest and denounce everybody who didn't agree with him, after his fashion, Senator Foraker could do no less than to defend his own attitude, and show that he was not cowed by the bullying chief executive. The affair was of course greatly regretted by the "jolly good fellows" who compose the club and their guests. Their fun for the rest of the evening was spoiled, part of the supper went uneaten, and everybody went away feeling sort o' ashamed of the performance, even if it was the president of the United States who was the chief performer.

Will Make Stevens Chairman.
Washington, Jan. 25.—Announcement was made today at the War department that the offices of chairman and chief engineer of the Isthmian Canal commission would be combined, and that Mr. Stevens, the chief engineer, would be given the appointment, the understanding being that he will maintain a residence upon the isthmus. Secretary Taft today announced his purpose of filling the four vacancies existing upon the Isthmian Canal commission by the appointment of some bureau chiefs.

Modify School Land Rules.
Washington, Jan. 26.—An effort is being made by the governor of Idaho to secure the co-operation of Western senators and representatives in having the Interior department modify the regulations under which school land is granted public land states. The attention of Congressman Jones was called to the matter by Governor Mead, and he has taken it up with the secretary. Under present regulations, according to Governor Gooding, it is extremely difficult to make any selection that will meet approval.

Central Russia 47 Below.
St. Petersburg, Jan. 25.—Reports of heavy loss of life and great suffering on account of the cold are arriving from Akmolinsk steppes, Central Russia, with which communication was interrupted. During the recent blizzard the temperature fell to 47 below zero. Fifteen bodies were recovered in one day in the vicinity of the village of Akomil. Thousands of cattle perished. The winter grain crop is killed in Middle Russia, the snowfall being light.

DISTRICT ATTORNEY BRISTOL.

The opinion is quite prevalent that Senator Fulton is making a mistake by opposing the confirmation of Mr. W. C. Bristol for United States attorney for the District of Oregon. The

incident that led to a further investigation of Mr. Bristol's record soon after his first appointment was thoroughly inquired into by the president and attorney general and found to be no good reason for revoking his appointment, which was urged by Mr. F. J. Heney, who knew Mr. Bristol well. Since then he has had a great deal of important business for the government to handle, and no fault has been found with him in any quarter. He is entirely satisfactory to the department, to the president, and to the people of Oregon, and there is therefore no good reason why he should not be confirmed. Senator Fulton has his own reasons, but it seems unlikely that they can be such as the people would concur in, or as would add to the Senator's political strength and prestige in Oregon. It is not treating Mr. Bristol right to hold up his confirmation thus, with a prospect that he may be turned out next winter, for no reason except the Senator's personal and unexplained opposition. Both his high character as a lawyer and his efficient and valuable services as district attorney entitle him to confirmation this winter or to specific reasons why he is not confirmed.

Senator Bailey's bill prohibiting street railway companies from employing any carmen who have not had at least 7 days' practical instruction ought to pass unanimously. If the time were made longer the bill would be better.

Surely the governor must admit that the people who used such good discriminating judgment as to elect him would not make any serious mistake in electing railroad commissioners.

Multnomah county surely ought to have had a member of the committee on taxation, and the speaker will not be likely to get that position again by Multnomah county votes.

Should not a certain Multnomah county senator legislate for the people rather than for a paving company client?

Before whacking the railroads blindly remember that they are the chief developers of Oregon.

BUILD GREAT BATTLESHIP.

Naval Bill Allows for Second Dreadnaught and More Sailors.

Washington, Jan. 26.—An appropriation of about \$95,000,000 is provided for in the naval appropriation bill agreed upon today by the house committee on naval affairs. The bill provides for an additional battleship of the type agreed upon in the naval appropriation bill of last year. It also makes provision for two torpedo boat destroyers and appropriates \$2,000,000 for submarines. This \$2,000,000 is additional to the \$1,000,000 for submarines provided in the bill of last year, which has not yet been expended. Provision is made for about 3,000 additional sailors and 900 marines.

The new battleship provided for in the bill is to be a sister ship of the monster authorized by congress last year, which, the bill required, should be a "first-class battleship carrying as heavy armor and as powerful armament as any known vessel of its class, to have the highest practicable speed and greatest practicable radius of action."

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