

Portland New Age

A. D. GRIFFIN, Manager

Office, Room 317, Commonwealth Building

Entered at the postoffice at Portland, Oregon, as second-class matter.

SUBSCRIPTION. One Year, payable in advance, \$2.00



Our Candidate for President
JOSEPH BENSON FORAKER
Of Ohio

EDITORIAL

RAILROAD COMMISSION.

By a close shave the Chapin railroad commission bill has been amended so that the commission will be appointed by a board consisting of the governor, secretary of state and state treasurer, until the election in June 1908, when the members will be elected. As the state is overwhelmingly republican notwithstanding the election of a democratic governor, this was no more than was to be expected, and was reasonable on the part of a republican legislature.

Mr. Steel is an old political "war-horse" and is certainly as capable of picking out good men for commissioners as Governor Chamberlain is. There is nothing of the demagogue about Mr. Steel, and while he will no doubt recommend only capable men, he may be expected, we hope, to use his influence in behalf of men who will act with circumspection, reason and conservatism. It would be a great calamity to Oregon to have railroad commissioners just now that would make a war upon the railroads, and attempt to regulate them so as to injure their business, and so antagonize and discourage them that they would give up railroad building projects they have in view. And this is very likely to happen unless the commission is composed of reasonable, conservative men, and acts with great moderation. That Mr. Steel will seek to have such men put on the commission we believe and hope, and his long experience and prominence in politics and business life in Oregon should be of much value to the state in this important service.

Mr. Benson is not so well known and has not so wide an acquaintance, but it may be presumed that he too will favor a commission of moderate minded and conservative men, who will take their salary and look pleasant and do Oregon as little harm as possible, and keep up an appearance of doing something so as to get enough votes next year to elect them to the same position—for as it is a nice, fat, easy job, of course they will all want to hold on to it.

The New Age does not believe that the commission will do much if any good, and only hopes that it may be so constituted as to do as little harm as possible. If the members and their clerks and stenographers and flunkies will only draw their salaries and look pleasant, and ride about the state and otherwise let the railroads pretty much alone, except to urge some more cars and perhaps correct a little freight schedule here and there occasionally, the people can tolerate them for awhile, though they will be rather an expensive luxury. But Mr. Steel and the lumber trust and a few others were determined to have a commission and thought they could work a bill through that, through the governor, would give them the sort of a commission they wanted; but the last part of the program has been blocked by sensible republicans in the legislature. In two or at most four years "the people" will be crying to be rid of the commission a good deal more than they really cried to get one. If it does nothing what use is it? And if it does much of anything it is likely to injure Oregon ten times or a hundred times the amount of its cost.

Of course it was run into politics. There was no escape from that. If the governor had been given the appointment, he would have used it to build up a Chamberlain machine, for he is ambitious to go to the United States senate. It is not supposed

that Steel or Benson have any such ambition, and so they will scarcely play politics with the commission as much as the governor would; and then neither of the three will get either the whole credit or blame for what the commission does or fails to do. We think it would have been rather good politics, however, to have let the governor appoint, for we believe the people will be very tired of the commission, even in a year. But if not that soon, they are sure to be a little later.

A commissionership will be a fat office for any one of a good many hungry patriots, and any one appointed this spring will immediately begin to serve the dear people in such a way as to aid his election next year. If tearing up railroad tracks and dynamiting engines would do this, that would be his policy; but we think that Secretary Benson and Treasurer Steel will try to get men who will not be willing to do Oregon a million dollars' worth of harm a year in order to become popular with "the people" and we think if the truth were known very few of "the people" want any drastic anti-railroad measures resorted to, or were so much stuck on a commission as Mr. Steel tried to make them out to be.

A JUST BOYCOTT.

That the reasonable and respectable people of Southern cities, at least of Atlanta, do not approve of mob murder of negroes, and that, as the New Age has often claimed, such part of Southern criminal hoodlums, though encouraged and incited by some ultra negrohobist prominent men and newspapers, the decadence and extinction of the Atlanta News shows. The News, at the time of the wholesale mob murders in Atlanta, and on other occasions, was one of the most noisy, unreasonable and ferocious anti-negro and mob-inciting papers in the south. It urged on the hoodlum mob and gloried in its work, and practically advocated the violent extinction of the negro race. This, its then editor, John Temple Graves, considered a fine exhibition of Southern "Chivalry." But the people of Atlanta, even those who have no great love for the colored people, could not indorse such extreme race hatred as this, and the News was practically boycotted as a reprehensible and dangerous firebrand, and it soon went into a business decline, and has most deservedly collapsed. Regarding this significant incident the New York World says:

"The World presents its compliments to the intelligent citizens of Atlanta, Ga., and congratulates them on the suspension of the Atlanta News. They have gained a victory of national importance over demagogism and mob law. The wholesale effect ought to be felt in every part of the country, in New York and San Francisco no less than in the South."

"The News was practically the ringleader of the Atlanta mob that lynched ten innocent negroes and two white men in the riots of Sept. 22. For weeks it had been carrying on a systematic campaign to inflame race hatred. It advocated the organization of another Ku-Klux Klan, which was to set aside the law and the courts and inflict summary punishment upon negroes charged with crime. On the day of the riot the News printed 'extra' after 'extra' with flaring headlines, telling of alleged assaults committed or attempted by negroes upon white women. The most trivial offenses were magnified into capital crimes, and many of the charges were entirely fictitious. A drunken mob did the rest."

"The Fulton County Grand Jury which inquired into the murders committed by the mob condemned the News and hinted at the indictment of persons responsible for the paper's policy. Then public opinion began its work. Appreciating the full extent of the injury to Atlanta which the riots had caused, the merchants began to withdraw their advertising from the News and people stopped buying the paper. Public opinion was intelligent enough to place the responsibility for the mob's work where it belonged—on the demagogic newspaper which had incited the riot. As a result the paper has been forced to suspend publica-

tion and will inspire no more lynchings.

"What an enlightened public sentiment has accomplished in Atlanta! It can accomplish elsewhere. The South can suppress all its demagogic politicians as well as its demagogic newspapers. San Francisco can smother all that crazy crew who are doing their best to plunge the United States into a war with Japan."

CANDIDATES FOR MAYOR.

In all probability Mayor Lane will be a candidate for re-election. No other democrat will try to get the nomination if Lane wants it, and would not succeed if he did. On the other hand the political municipal woods are full of republicans who would like to be mayor, and each of whom thinks he could be elected if he could get the nomination. But it is not at all certain that any republican could be elected. While Mayor Lane has not given the city an administration that would render him invincible at all, it may take a strong republican and a good vote-getter to beat him. After all the fault has been found with the mayor's official record that would find responsive sentiments among many voters, it may as well be realized that a weak or vulnerable republican candidate would probably be beaten. Under the present system the candidate will be nominated by the republican voters in a primary election, and it is none too early for them to be conferring together informally and casting about for the best and strongest man, and give him enough votes at the primaries to nominate him.

Portland ought to have a republican mayor, not that the politics of the chief executive of a city is a consideration of the first importance, but surely a city with 6,000 or 7,000 republican majority there must be a number of republicans who would make as good a mayor as Lane or any other democrat. Next year there will be a presidential election, as well as an election of county officers and if a party amounts to anything at all it is a matter of some importance for the majority party to have the mayorship of the principal city of the state. Who is the best republican to nominate? Who will be most sure of defeating Lane? These are questions which republicans should be considering, not only individually but in groups.

AN INSOLENT OCTOPUS.

It is strange that the daily papers that are so outspoken in condemning here and there a corporation are so silent about that octopus, the General Electric and Portland Railway concern. Why do not the daily papers, with all the resources they have at command, take up the matter of city lighting for instance? How much does light for the city cost? What proportion of the time are a portion of the street lights out? And if an ordinance provides for paying the company only for burning lights and not for poles standing in darkness, is that ordinance enforced when the light bill is presented? And if not, why not? Furthermore, how long are the people going to submit to such a system anyway—lights only five, four or three nights a week? Why in a great city like Portland should people have to plod home in the evening through total darkness at the mercy of torn-up streets and highwaymen? Is the public completely at the mercy of this arrogant, defiant company? And if so, is there no means of relief? Are the people going to put up with such treatment continually and perpetually?

As for street car service, the case is probably hopeless. The city might get in a humor before long to take over the lighting business, as it ought to do, and handle it as it does the water business, but to acquire and maintain and operate the street car system would be a far greater and more difficult matter. It would seem that some legislation could be enacted that would require the company to better its service somewhat, but we can look for no great change for the better under the present incompetent and insolent management. There is one satisfaction for a good many people; on a pinch they can walk, and unless they live far out

they find it pleasanter and quicker to do so.

THE "SOLID NINE."

If any member of the council is to get the nomination for mayor, which at present seems very improbable, it is not likely to be any one of the "solid nine," that after a council committee had almost unanimously reported in favor of the repeal of the gas company's franchise, voted against this report, and would not recommend such a repeal to the legislature. Even if there had been no complaints against the gas company substantiated, there appears no reasonable excuse for any councilman going on record against the repeal of old, perpetual franchises. Such franchises have passed out of date, and should not exist any longer, and nobody defends them, so why the "solid nine" should stand against a repeal of one of these franchises is inexplicable, unless—

But particular and sufficient reasons were adduced why this franchise, the first one nearly half a century old, should be repealed. It was shown, according to the committee's report, and the public knows that this report was founded on sufficient evidence, that the gas furnished was of poor quality, that the price was unreasonably high, that meter readings were often manifestly wrong, and that the business was conducted offensively to the public. Yet the "solid nine," as if for some sufficient reason determined to commit political hari kari, refused to adopt the committee's report. No we don't think any of this group will be mayor nor even councilman again.

FRED. DOUGLAS MEMORIAL.

The proposition of the Frederick Douglas Memorial and Historical association to raise by popular subscription a sum necessary to pay off the indebtedness on the old Douglas homestead is one that should appeal to every loyal member of the race.

Frederick Douglas devoted his whole life to the cause of his race and to him probably more than any other person do we owe our liberties.

The grandeur of the life and character of this great race defender can be exemplified in no more fitting manner than by the preservation of the old homestead where the "sage of Anacostia" spent the latter years of his eventful life.

The race owes it to the memory of its greatest leader, most profound thinker and eloquent champion, that this simple debt of gratitude be paid and thus preserve the old homestead of the immortal Douglas.

If any more land fraud cases are to be tried District Attorney Bristol is the man to do it, and after that service, if we performed, it would be gross mistreatment to turn him out.

For a democrat Senator Gearin made an excellent record. He is the first democratic senator since 1884, and is likely to be the last for 20 years more.

If let pretty much alone the railroads will do more for Oregon than all the politicians and reformers could do in a lifetime.

Auditor Devlin thinks this is his time of year to climb, but various other good republicans have a different opinion.

Senator Bourne will make himself solid, if he can do so by furnishing gratification gratis to statesmen's stomachs.

Senator Mulkey is said to be the handsomest one of the lot. The ladies in the gallery are sorry his term is so short.

Maybe the governor was in luck, after all in being relieved of the responsibility of appointing that commission.

There will be a frantic rush next week to pass bills, and then the schemers will find their opportunity.

Enormous aggregate appropriations for Oregon are inevitable.

There is about as much need of 40 normal schools as for four.

Spring is nearly here, but the street car men have heard no more about that intimated raise of wages.

This is astonishing: There hasn't been a lynching of a colored man for two or three weeks now.

The San Francisco demagogues and race cranks are making a mountain out of a molehill.

Few mayors of Portland have served second term—in fact we remember of none.

Four or five men at least will rejoice over the passage of a railroad commission bill.

Money must go in many ways, but the Seattle 1909 exposition should not be slighted.

Councilmen that will not form a "solid nine" should be picked out this spring.

Don't scold the legislature for spending lots of money; they could not help it.

Speaker Davey demonstrated the fact that he is a republican, to some purpose.

No state officer earns his salary better than the attorney general.

BUSINESS LOCALS

Our stock is complete. Give us a trial.—Geo. Hockenyo.

Christmas candies to suit the most fastidious.—Geo. Hockenyo.

J. Wallgreen, dealer in staple and fancy groceries, 634 Thurman street. Telephone Pacific 911.

Joat Bros. Saloon, 340 Williams avenue, fine wines, liquors and cigars. Family trade a specialty.

A good place to get your soft or stiff hats renovated is 249 1/2 Alder street, between Second and Third.

M. J. Gill Co., wholesale and retail meat dealers, 512 Mississippi avenue, Portland, Oregon. Phone East 665.

Always ask for the famous General Arthur cigar. M. A. Gunst & Co., general agents, Portland, Or.

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

The Anheuser, Henry M. Williams, proprietor, 234 Morrison street, corner Second, Portland, Ore. Telephone Main 2617.

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

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

C. Anderson, staple and fancy groceries, Twenty-first and Thurman streets. Phone Hood 67. Fresh roasted coffee a specialty.

Try the Pacific Laundry Co. for good work and prompt service. Main office First and Arthur streets, Portland, Ore. Telephone 649.

John Schaid, dealer in hardware, tinware, sheet iron work, guttering, spouting and roofing. General jobbing a specialty. 149 Russell street.

Royal Market, Bair & Werth proprietors, fresh and cured meats, fish, poultry and game. 439 Union avenue north, corner Tillamook. Phone East 167.

The Oak Cafe, Choicest line of wines, liquors and cigars. P. W. Pick, proprietor. Oregon Phone Pacific 2118, corner Fourth and Oak streets, Portland, Ore.

L. N. Nees, boot and shoemaker. Fine repairing a specialty. Give him a call when you need anything in this line, 322 1/2 Williams av., Portland, Oregon.

Martin Marks Coffee Co., 252 Third Street. Telephone Main 1898. Monte Cristo Java and Mocha Coffee always pleases. If you want a good, rich drinking coffee, insist on getting Monte Cristo Java and Mocha.

Red Front Shoe Store, J. F. Johnson, Proprietor. Fine dress shoes; workmen's and loggers' shoes at \$2.00, \$3.50, \$4.00 and \$5.00 per pair. Repairing neatly done. 85 North Sixth street, between Everett and Flanders, next door to the Union House, Portland, Oregon. Phone Main 4062.

D. BREEDLOVE & SON. GROCERS

361 East Seventh St., cor. Stephens. Phone East 768. PORTLAND, OR.

NOB HILL MARKET

A. SCHOLZ, Proprietor. Fresh, Cured and Smoked Meats Sausage and Poultry. Tel. Main 818. Cor. 21st and Irving Streets

McGUIRE & TAYLOR

Staple and Fancy Groceries 35 Grand Avenue. Phone East 2629. PORTLAND, OR.

SANDSTROM BAKERY

No. 776 Williams Avenue. Fresh Bread and Cakes Daily. PIES AND CANNED GOODS. TELEPHONE EAST 95

T. J. COFER & SONS. Grocery & Meat Market

735 Williams Avenue. Phone Woodlawn 149

MILLER, BUCK & CO. GROCERS

Phone Woodlawn 406. Williams Ave. & Fargo

ERDNER & HOCHULI. Chicago Market

Dealers in Fresh and Cured Meats. All Kinds of Sausages. 187 Third Street, near Yamhill. Phone Main 413. Portland, Oregon.

D. C. BURNS. THE GROCER

TELEPHONE 616. 210 Third St., Portland, Oregon.

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AUGUST STORZ. Dealer in Staple and Fancy Groceries

Vegetables, Fruits and Dairy Produce. Phone East 508. 469 Williams Ave. PORTLAND, OREGON

C. S. NELSON. Dealer in Staple and Fancy Groceries and Provisions

154 N. Fourteenth St., Cor. Irving

John's Meat Market. J. D. Mergens, Prop.

Fresh Meats, Beef, Pork, Mutton, Bacon and Ham. Corned Beef and Pickled Pork a Specialty. Phone Main 1964. 43 1/2 N. Sixth Street. PORTLAND, OREGON

The Union Meat Co.

All Lining Cars and First Class Hotels and Restaurants buy the UNION MEAT COMPANY'S FRESH AND CURED MEATS. The Best in the Market. Patronize Home Industry. PORTLAND, OREGON

GEO. HOCKENYOS. Dealer in Staple and Fancy Groceries

Cigars and Tobaccos, Fruits and Confectionery. PROMPT DELIVERY. 95 Russell St. Phone East 4899

FINK & LEWIS. Dealer in Staple and Fancy Groceries

DRESSED POULTRY, ETC. Phone East 582. 514 Mississippi Avenue. PORTLAND, ORE.

GEO. W. HOCHSTEDLER. Dealer in Staple and Fancy Groceries, Fruits, Produce

CIGARS AND TOBACCO. Phone East 374. 460-462 E. Burnside St.

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R. C. WALWORTH. Staple and Fancy Groceries

Phone EAST 3407. 136 Russell St. PORTLAND, OR.

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