

Portland New Age

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Our Candidate for President
JOSEPH BENSON FORAKER
Of Ohio

EDITORIAL

WHOSE LAND IS IT?

Representative Williams said in discussing the immigration bill:

"I want this country kept a white man's country and I want this country, as far as it can, to be a white man's country, not merely because I believe the Caucasian is superior to other races, but because this is our land, the land of our traditions and our ideals."

What does he mean by "a white man's country"? That only whites should live in it? That the existence of black or mulatto men should not be tolerated at all? If so, how is he going to get rid of the blackmen? They are here, and through no fault of their own. Does he mean that they shall be expatriated or exterminated? If so, why does he not come out courageously and say so? Or does he only mean that the white men shall have entire dominance over the blacks, and that the latter shall have no rights or liberties, more than if they were slaves or chattels? This is probably about what he means, but even in that case he will have to learn that this is not in this sense and to this extent a "white man's country."

Mr. Williams says that "this is our land," meaning the Caucasians' land. Indeed! He would have a difficult task proving that. The right of might enabled the Caucasians to wrest the land from the Indians, who not only could not but should not have held the land, because they did not use it. But the negroes occupy a different status. The white men are responsible for the black men's presence here. They have been here now in increasing numbers for nearly 300 years, most of the time as slaves, but for 44 years as free men, guaranteed equal rights by the constitution. They are citizens engaged in all sorts of occupations. They and their ancestors for generations back were born here. They have been producers, and on occasion soldiers. They have helped feed the country and produce its wealth; they have fought for it; they have learned and worshipped in it; they have had no other country, nor can they have; so by what right, human or divine, has this man to say that this is "our land," the Caucasians' land, alone?

Mr. Williams is no doubt a pious or a religious man, and devoutly believes in God as the Creator of both lands and creatures. Did not God make the black man as well as the white man, with organs, faculties, sensibilities, emotions, aspirations, very much like those of the white man? And did not God bring the black man—though he did come in a slavishness—if God is responsible for everything, as well as the white man? And where is the Almighty's decree or order or warrant for one race to say: "This land is all mine; none of it, nor any right, not even of life, liberty or the pursuit of happiness, is yours in it."

No, Mr. Williams, the portion of the African race that without its fault or volition found a home here must remain, and must be treated as having a right here, and must be able to say, as well as you: "This is my land."

Greedy Corporations Such as the Portland General Electric Co., Make Municipal Ownership Imperative.

THE LEGISLATURE.

The legislature will wind up its session this week with about the usual record of good, bad and indifferent things done and left undone.

What many considered the most important measure, the railroad commission bill, known as the Chapin bill, was passed, and is now a law. If it proves to be as greatly beneficial a law as its advocates claimed it would, that will be a good piece of work that will overbalance several sins of commission and omission. Most people in this matter will assume the attitude of Missourians; they will have to be shown. The New Age doubts very much whether the commission will be worth its cost, but if it does not act so as to stop railroad building and consequent development no great harm will be done, and in two or four years the law can be repealed, as a former railroad commission law was.

At this writing the normal school question unsettled, the governor having vetoed the very reasonable resolution of the matter contained in the Smith bill—to have a board of regents select two schools to be maintained and two to be discarded. The governor argued that the law was unconstitutional because it delegated powers belonging only to the legislature and which it could not delegate. The inconsistency and insincerity of this position is shown by the governor's approval of the railroad commission bill which grants far larger and more important powers to a commission. If the normal school bill is unconstitutional on this ground the railroad commission bill must be a good deal more so. This, however, was not the governor's reason. The Smith bill constituted him and two others whom he should appoint regents to decide, and the governor did not have the "sand" to take this responsibility and incur the blame and unpopularity that would result in two towns and the country around them from deciding against two of the schools. He is very careful to offend nobody unless he is sure of pleasing a larger number at the same time—which is good politics but not a very high grade of statesmanship.

Some probably good tax bills were passed; the port of Columbia law will be a very good one for Portland and the Columbia river country and some other meritorious laws were passed. The appropriations will be far larger than ever before, but most of them were necessary or unavoidable, and the legislature is not to be blamed for making them. The new laws will make a great deal of litigation, which will please the lawyers, and furnish an excuse for creating more judges and raising their salaries.

As usual, the people will "breathe a sigh of relief" when the legislature adjourns, for every additional day means more appropriations or expense, but at least it can be said that the legislature might have done much worse. No scandal has been even rumored, and that is a good deal to say these days.

The Public "Be Damned" Is the Slogan of the Portland Railway Light and Power Company.

WILL THE MAYOR RUN?

The mayor is not ready to speak up yet, according to the daily papers. He won't say whether he will be a candidate again or not, or if he should be whether he will run as a Democrat or an Independent. Very likely the mayor has not yet decided. Conditions are quite different now from what they were two years ago. Then the city was in the swirl of a moral wave. The preachers and many active and influential church members, almost every one of them Republicans, were down on Mayor Williams because he had licensed gambling, and were particularly bitter against him after he had called the preachers a pack of liars. Hundreds, perhaps even thousands, of this class of voters were in the humor to vote for almost anybody to beat the administration then in power. They did so and helped elect Lane, but most of them, the crusade fever having long since died down, would now vote for a good Republican, since they are Republicans, in preference to Lane. Probably a good many of them approve his administration to a greater or less extent, but there is nothing in it so particularly and radically reformatory as to keep them

out of their party lines this spring. No mayor would now tolerate public gambling, as indeed Judge Williams would not much longer if he had been re-elected. Former conditions as to women in saloons will not be tolerated under any mayor. So why is Lane particularly preferable to any one of half a dozen Republican aspirants? This is what a great many who voted for him in 1905 are asking.

The mayor realizes all this, and is very likely doubtful about his ability to win again. Indeed, as he studies the situation, he may be pretty well convinced that could not win again. In that case, why incur the expense and trouble of another campaign? He can retire with considerable credit and the record of having beaten so eminent a man as Judge Williams. He could always assume hereafter, and nobody could positively dispute or disprove it, that he might have been elected again if he had not declined because he preferred private life and his practice. He could always have the satisfaction of having been elected mayor, and not the dissatisfaction of having been beaten after having served one term.

Besides, the mayor is thrifty. He could never be trailed by the coins he drops along the way. To run again would entail quite an expense, the best he could do, and to spend that much money and then fail would grieve the mayor's economical heart. So he is deliberating, and calculating chances, and wondering if a weak Republican might get the nomination, and mentally looking askance at his preacher friends of two years ago, and as yet refusing to announce any decision. How could he when he has not decided? It's an even bet that he will decline to run. He is rather wise.

The City Should Own Its Lighting System.

RAILROAD DEVELOPMENT.

Mr. Harriman is going Mr. Hill one better or at least is going to keep pace with him in providing a sufficient route of entrance into Portland, having purchased a large tract of land through University park, under which he will tunnel, so as to come into the city on a very easy grade, and so that he can have ample terminal facilities below Guild's lake. A very large amount of money running into the millions, will be spent on this route, a bridge at Swan Island, and terminal grounds and improvements, which will give Harriman fully as great facilities for handling the traffic in and out of Portland as Hill will have for his north bank road.

The Portland railway system and interurban lines will also have a whole block almost in the heart of the business district, bounded by First, Second, Pine and Ash streets, for a large depot and switching ground.

These great expenditures mean that the investors in railroads are thoroughly convinced that Portland is going to become a great city, and that rapidly. They are preparing and providing for an immense traffic, and the men who handle all these millions come pretty near knowing what they are about when they spend them.

It may be remarked also that when railroad men are spending so much money here, and showing in the strongest and most practical and convincing way that they mean to help develop Oregon and this city, the lawmakers ought to be very careful what they do in the way of passing harassing and restrictive laws. The railroads—Harriman's and Hill's—have been very good to Oregon lately whatever fault may have been justified theretofore. They are building as fast as they can; they are promising to build more as fast as they can; they are using every effort possible to provide more cars and locomotives; they are spending millions to develop Oregon and take care of its traffic; and under such circumstances they ought to be let pretty much alone.

We hope therefore that the new commission, while it will have to make a showing of carrying out the law and earning its salary, will do no more than it can help to embarrass and annoy the railroads that

are doing so much for Oregon and for Portland.

Seattle Owns Its Lighting System and Has Found That It Pays.

COUNTY SURVEYOR HOLBROOK

Philo Holbrook, Jr., county surveyor of Multnomah county is one of the most efficient, accommodating and popular officials in the court house. Mr. Holbrook is a son of ex-County Commissioner Philo Holbrook Sr., whom the taxpayers remember as a tireless, faithful and highly efficient official. Mr. Holbrook Jr. is a native son having been born in the city of Portland in 1878. He is a graduate of the Willamette University of the class of 1898 and has spent over 15 years in the active practice of the profession of civil engineering, three years of which was in the reclamation service in the state of Washington.

Mr. Holbrook is a veteran of the Spanish American war, having served two years in the Philippine campaign with the gallant Second Oregon regiment. Though a young man Mr. Holbrook has had large experience and has had much to do with some of the great projects of railroad construction and irrigation enterprises throughout the Northwest.

That a political office should receive at the hands of the incumbent the same careful and conscientious service and attention as one feels bound to give an individual or corporation is the belief of Philo Holbrook Jr. and to this fact is due his popularity.

Brother Rader has been unanimously found not guilty of anything. As to the alleged \$500 said to have been received from Senator Bourne, it is stated that there is no proof of this. Mr. Bourne is not a man, even if he did let Brother Rader have \$500, to "squel." And the money couldn't be found on Brother Rader.

Governor Chamberlain declared the Smith normal school bill unconstitutional but Attorney-General Crawford, whose opinion is generally sound and reliable, decided that it was constitutional. Between the two, under the circumstances, the people generally will agree with the attorney-general.

The champion cotton raiser of Oklahoma is a colored man named Alfred Smith. He has not only taken all the premiums offered in that state for the first and best cotton, but his product has received a blue ribbon at the St. Louis World's Fair.

It is generally regarded that State Treasurer Steel's choice for railroad commissioner was quite as good a one as the governor could have made.

It is coming to light that not all the truth had been told or made public about that Brownsville affair.

It is moonlight now, so that people won't have to go home quite in the dark for a few evenings.

Colored men will not forget that Senator Foraker had the courage to stand up for their rights.

The railroads may not always do just right, but they are Oregon's best friends.

But what will the poor democrats do if Mayor Lane should decline to run?

Now Senator Mulkey, having made a record, is considerably "spoken of."

Some think it looks like Devlin. Some again scout the idea.

Time to be thinking about councilman to elect.

No present councilman is likely to be mayor.

This is also the black man's country.

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