

**REPUBLICAN CITY TICKET.**  
For Mayor, F. W. Waters.  
For Recorder, W. A. Moores.  
For Marshal, Thos. E. Cornelius.  
For Treasurer, Frank Meredith.  
**Aldermen.**  
First Ward—H. A. Johnson.  
Second Ward—Clair A. Baker.  
Third Ward—Paul Wallace.  
Fourth Ward—J. C. Goodale, Jr.  
Fifth Ward—C. A. H. Fisher.  
Sixth Ward—John Knight.  
Seventh Ward—Lee Acheson.  
Election December 5th.

**WHO ARE THE MEN?**  
There may be among the readers of The Journal persons who do not know the Republican city candidates personally.  
F. W. Waters has been mayor for a year, and conducts an abstract office. He is a native son of this city, with no opposition.  
W. A. Moores, for recorder, is another municipal native son. So is Mr. Meredith for treasurer, and three more competent clerical and executive officers cannot be found. Tom Cornelius, for marshal, is a working man, who has avoided and paid taxes in this city for six years.  
For aldermen, the Republicans present: H. A. Johnson, local manager of the McMinnville Fire Insurance Co., and a constant friend of better public schools; Clair A. Baker, a progressive young business man; Paul Wallace, manager of the Sidney flour mills; J. C. Goodale, Jr., of the Goodale Lumber Co.; C. A. H. Fisher, a capitalist and resident of Highland; John Knight, blacksmith and ex-sheriff of Marion county; Lee Acheson, employed at Buren & Hamilton's furniture store.  
All these gentlemen are men of good families, clean in their private lives and business records. Any city should be congratulated on securing the services of such a fine set of men.

**BY THEIR FRUITS YE SHALL KNOW THEM.**

Now that the election is over the Salem Journal is showing up the extravagance of the Republicans of Oregon, and demands retrenchment or there will be something doing by the Democrats. Coming from The Journal demands of retrenchment are always intensely interesting.—Albany Democrat.  
The Journal has always fought for retrenchment and reform, and has not hesitated to fight men in its own party when necessary.  
Has the Democrat ever supported a man outside of its own party, or has any Democratic paper ever done anything like that?  
The Journal can proudly boast that this city, this school district and this county are free from grafts, on a cash basis, and money ahead.  
Can the Democrat, or any Democratic county, say as much? The tree shall be known by its fruits. If it bring not forth good fruit it shall be cast into the fire and be burned.  
The fire ahead of the Republican party is the next state election, and, as we can expect nothing of the Democratic party, The Journal advises the people to demand retrenchment of the Republican legislature.

**FIGHTING THE MINTOS.**

Political managers sometimes use campaign arguments that have served their turn in other days, but no longer have weight.  
There being opposition to the Republican city ticket, the old cry of "down with the Minto ring" is revived by persons who want office.  
Harry Minto is the only Minto in public office, and he was made deputy sheriff without any request on his part.  
The office, as usual, had been promised by political bosses to some one else, but Harry Minto was considered the best man, and was appointed.  
Whatever may have been the sins of the Minto family in the past, no one will be so foolish as to imagine that they are an issue in this city election.  
**RIGHTS OF FOOT PASSENGERS.**  
The Journal is asked to say something of the rights of wheelmen, or rather the rights of pedestrians on the sidewalks.  
The practice of wheelmen riding up behind pedestrians and fiercely ringing their bells or whistling at them is outrageous.  
Wheelmen have no superior rights over pedestrians, that justifies them in ordering them to step to one side or even alarming them.  
The footman was born before the wheelman was, and the latter should

get out of the way, if any. It has got so that every boy on a wheel goes coursing through the city, ordering pedestrians to get out of his way.  
This is a nuisance that should be stopped. The sidewalks can be used by both, but not with the rights of the footmen at the mercy of the wheelman.

**THE VAST RAILROAD SYSTEM OF THE UNITED STATES.**

Although the total mileage of the railroads of the United States exceeds 200,000 miles, the building of new roads shows no signs of abatement. The total length, on December 1903, according to Poor's Manual for 1904, was 206,886 miles. This represented a net increase on all railroads, during the year of 4,774.61 miles. The liabilities were made up of capital stock, amounting to over \$6,000,000,000, a funded debt of \$6,000,000,000, and other smaller items that served to bring up the total liabilities to about \$15,000,000,000. The principal assets consisted of \$11,000,000,000, representing the cost of the railroads and equipment, and over \$2,500,000,000 representing investments. On this huge system there were carried over 696,000,000 passengers and about 1,300,000,000 tons of freight. The earnings derived from passenger traffic amounted to \$429,000,000, while the earnings on freight reached a total of \$1,338,000,000, other items bringing up the total traffic revenue of \$1,968,857,826. The net earnings reached a total of \$592,000,000, and other receipts brought up the total available revenue to \$892,000,000.

The operation of the system requires the services of 44,529 locomotives, 23,648 passenger cars, over 10,000 baggage and mail cars and no less than 1,524,150 freight cars. The growth of this stupendous system, with the exception of two of three periods of stagnation, has been remarkably even. In the year 1830 there were 23 miles of railroad in operation, in 1850 there were 9,121 miles, in 1860 the total had risen to over 30,000 miles, and in 1880 to over 93,000 miles. Fifteen years later, or in 1895, the trackage had doubled to 181,065 miles. The largest annual increase of mileage was in 1887, when 12,876 miles of new track were built. The next largest increase was in 1882, when 11,569 miles were added. The increase in the twentieth century seems to have settled down to a steady rate of between 4,000 and 5,000 miles each year. The growth of the equipment presents some interesting figures. In 1880 there were 17,949 locomotives, 12,789 passenger cars, and 539,255 freight cars. Fifteen years later these figures had more than doubled, the total number of locomotives in 1895 being 36,610, of passenger cars 26,419 and of freight cars 1,330,798. The full significance of the above statistics can only be realized, when it is borne in mind that with the increase of mileage and equipment in the quality of roadbed, structures, cars and engines. The best of the railroads of the United States are fully the equal in most respects of the best European roads. In some respects they are superior and in others not so good. In comfort of travel our cars are acknowledged to be unsurpassed, but there is still room for improvement in respect to the number and speed of our scheduled express train service. It is not, however, improbable that this country will be the most active in the extensive practical application of electric traction on trunk roads, just as it was the pioneer in the development of the trolley car, and should this happen we shall easily lead the world in the rapidity of our express service.

**JAPANESE DEMANDS.**

The Japanese demands in Asia, as far as they can be surmised, have the approval of most Americans, says Colliers. The country at large would stand behind the president and Mr. Hay in any reasonable steps which should look toward preventing Germany, France, or any other force from depriving Japan of those fruits of victory which she seems thus far to seek. Americans will feel that Japan, if she is victorious, or if peace is arranged after the fall of Port Arthur, should make an arrangement on the mainland sufficient to protect her and keep Russia from becoming entirely dominant in the east. Those Americans, nevertheless, who are not misled by the London press and its control of international news, will not fail to admit certain inferiorities and dangers in the Japanese spirit. The Russians call their opponents cold, calculating, crafty, cruel, and charge them with love of fighting for its own sake. "They are skilled, brave, intelligent, but they do not hate war." Now, there is something in this charge. Japan undoubtedly had mixed motives for this war, as she had for the war with China 10 years ago. Ever since the attempt was made to destroy the feudal system, and thus unify Japan by substituting a strong central government for the tribal groups, there has been constant danger of revolt, and there has been one rebellion of no slight extent. Madame Yamel Kin, of whose knowledge and impartiality we have a high opinion, believe that the desire to cement the Japanese into unit had much

to do with the government's willingness to fight. It was the only way to keep the samurai class, left without an occupation, from being an internal menace to the state. It is only fair, however, to soften this admission by pointing out that the samurai will soon be dead, that their sons are going into peaceable employments, and that the warlike spirit will therefore rapidly decrease. Commerce, which was a short time ago held in contempt, is every year looked upon as more important by the Japanese, who, whatever their faults, have an acute sense of fact, and realize that modern power depends as much, at least, upon the arts of peace as upon the arts of war.

**"KNOW THYSELF."**

To have a conviction and to stand by it manfully and defend it when necessary is a good thing.  
Of course, it should be done in a quiet, unpretentious manner when possible, and it should always be done without the abuse of those who differ from us and entertain views that conflict with ours.  
The world loves a fighter.  
The world hates a quitter.  
A fighter is one who has convictions and stands by them.  
A quitter is one who has no convictions, or, if he has them, has not the courage to stand by them.  
You owe it to yourself to present to those about you a fair, square statement of that which you believe should your belief be called in question.  
You owe it to others to do so. If you are right the world should know it and profit by it. If you are wrong you should be shown your error that you may correct it yourself.  
It is a good thing to have a conviction.  
It is a good thing to have the courage to defend your conviction, and to feel that you are right and to have been able to induce others that they were wrong. And if others have been able to convince you of your error, it is a manly thing to right about face.

**FRENCH INCOME TAX.**

Should the proposed new income tax system be adopted by the French chamber of deputies, Paris may become less popular than it is as a place of residence for rich Americans. The plan contemplates a graduated scale of taxing incomes, running up to 2 per cent on those above \$4000 a year, and applies to foreigners having a furnished residence in France.  
Perjury would appear to be the only escape from such a tax in the case of many wealthy Americans who make Paris their home, but that always seems easy where a question of taxation is involved.  
An income tax is everywhere unpopular save with the class proposed to be exempted, which in France will be persons whose income is less than \$500 a year.

**X-RAYS**

"There is business" in the local political camps.  
The name of Washington seems to be playing an important part in the present city campaign.  
The Journal will not print arguments for or against woman suffrage. It considers that subject too dead to skin.  
We will take off our hats to Jack Frost, say the Misses Dahlia, Nasturtium and Gladiolus, some of Salem's fairest daughters.  
Wonders will never cease. The Albany Democrat has a sensational headline occupying almost two inches of space. What do you think of that?  
The straightforward statement appearing over the signature of the Republican central committee today is a plain truth. It should be read by every voter and then reflected on.  
The Anniversary Journal will be all devoted to Salem and the surrounding counties of Marion, Polk and Yamhill. Your name shall be written in the book of enterprise and good fortune at 10 cents a line.  
In the city election clean people are going to vote for clean streets, a clean city and clean men—and that means vote the Republican ticket straight this time.  
If Cornelius voted the state ticket in Washington county and had to swear his vote in, it only proves that he is a good American citizen and a loyal Republican. If Skipton lived in Washington state and did not intend to return to Oregon, as is asserted, then how much more of a citizen of Marion county is he than Cornelius?  
One ex-deputy sheriff wants to be city marshal, another is after alderman, the third casts longing eyes toward the office of city recorder but is afraid to

tackle it. Verily, the itch for office once contracted will break out even unto the following generations, especially when it is of the Democratic variety.  
It cannot be denied that the Eugene Register possesses some sense of humor, or it could not have retorted as follows:  
"The Salem Journal declares that its readers 'are just as bright as they can be under the circumstances.' No one will deny the statement. But just think of the circumstances."  
Of course, the other kinds of pavement people will get in and knock the bithulithie. That is to be expected. The bithulithie man is on the ground talking right to the people themselves, and at least one other pavement concern came here and undertook to do business with the people through a boss. Mr. Archambeau is here and speaks for himself, and does not try to reach the people through political influence. That is what will win every time. The people have some intelligence and it wins every time to go to them direct and trust their judgment.

**ANNOUNCEMENT**  
I hereby announce myself as an independent candidate for alderman in the second ward.  
J. R. LINN.

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**SURE WAY TO FIND STREETS**

(Written for The Saturday Journal.)  
A woman and child were standing on the corner of Liberty and Center streets the other day. They were both looking energetically up and down the streets, first Liberty and then Center. A passing gentleman stepped over to render them some assistance. They were recent comers here and were lost. He inquired of them their destination. "Marion and Winter streets," said the woman.  
"Well," he was heard to remark, "can't you tell where Marion and Winter streets are from here?"  
"No," said the lost woman, "we can't. The only way we can tell anything is by examining the houses closely and depending upon recognizing them to get us to our destination. What is your manner of directing strangers?"  
After recovering from a heavy stagger the man blushing replied: "We have a very, very original scheme for making people find the place they want to go to. You see, in your case you want to find Winter and Marion streets. Well, let me show you how easy it is to find any street you want in Salem. The system is the pride of every patriot. You just go down that way one block, on this side of the street. Yes, that's right, one block that way. Then you turn that way and go four blocks on the other side of the street. Then keep on going that way until you come to a house that stands right close to the corner. That's the corner of Winter and Marion. You can't miss it. The houses all around there are painted white. One hasn't any fence in the front yard. You see a pile of wood and a little bit of a Maltese cat on the back porch. You can't miss it. You go right down that way now."  
The woman still seemed bewildered after this intelligent discourse, so the man had to take another tack and on more bluish.  
"Now, madame, look right there. You can see that sort of a steepie that can't you, through those trees? No, not that way. This way. You see that house right there, don't you? Not that one. This one here? No, that one, the one next to it? Well, you can see that steepie, can't you? The thing there that looks like a part of that green house just back of close to that cupola that looks like was right on that limb there? I see it now! Well, you want to go right up there and then go one block north that is, that way, right through the block, and then when you get to the corner which is right around the corner that way from the first corner you see after you get past that big tree that stands near the walk and dead pile of wood and Maltese cat, you know that you are standing on the corner of Marion and Winter streets."  
FRED R. WATERS  
December 2, 1904.

**To the Citizens and Voters of the City of Salem.**

I beg to take this plan of answering the article published on the front page of the Statesman of December 3d, and in so doing I wish to state that it is not for the purpose of throwing any discredit on Mr. Cornelius, but merely to put myself right before the voters. The article says I am not a taxpayer, having only paid a poll tax. Granting this is true, it may be said every man was disqualified for not being a taxpayer, nine-tenths of the office holders would not be able to hold the positions they do. Some of the greatest men of our nation who have been elected to the presidency of the United States, namely, McKinley, Abraham Lincoln and Andrew Jackson, were poor men. I have never considered to be poor a disgrace, but only inconvenient. As to my brother's taxes, I can only say if he has not paid his taxes it is up to the present sheriff to collect them. As to the insinuation that I might have been a resident of Seattle, Washington, I will say that I have never voted or registered to vote in any county or state excepting Benton and Marion county, Oregon. I publish this, not to appear in print, but only for the purpose that my friends may not be misled by false insinuations.  
JAMES L. SKIPTON.

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