

...CAPITAL JOURNAL'S EDITORIAL PAGE.

HOFER BROS., Publishers and Proprietors

THE JOURNAL STANDS FOR PROGRESS, DEVELOPMENT, GOOD GOVERNMENT, AND NO DEGRADED LABOR.

A FIRST-CLASS RAILROAD COMMISSION.

This state should have a first-class railroad commission or else let the matter go entirely.

The commission should be appointive by the governor, and then should be made **ELECTIVE IN FUTURE BY THE PEOPLE.**

It is believed that the present governor can be trusted to appoint a commission that will deal fairly by the state and the corporations.

Such a commission would have three years to make a record to go before the people. **THE PEOPLE COULD BE TRUSTED TO PASS ON THEM.**

With direct nomination and direct election the people could have an even chance with the corporations in weeding out improper candidates.

On top of that the commission should have the power to carry on investigations and get at the bottom facts of the problems.

The Washington commission has a dozen men at work at an expense of about \$50,000 for the total work of the commission.

For Oregon to get results in holding trade that depends on transportation advantages **THIS STATE MUST DO ITS WORK THOROUGHLY.**

The commission should become an authoritative body of such fairness and ability that its word would not be questioned from any standpoint of ability or knowledge of the fundamental facts.

Such a commission would be worth all it cost. None other would be worth having under present conditions.

THE GREATER SALEM POLICE.

Chief Gibson will be able to give this city a first-class police service, if he is backed up rightly by the council.

He was the first official to give this city **A MOUNTED CHIEF OF POLICE.**

The time has now come in the development of Greater Salem to have the regular force put in uniform.

The sight of an uniformed policeman at the S. P. station would advertise to the world **THAT THIS IS A CITY.**

An uniformed policeman would have prevented the terrible shooting down of the innocent German laborer at the station recently.

With the city police judge and the chief of police working in perfect harmony, and a perfectly harmonious police force, and about two men added to the force, this city would have **A VERY CREDITABLE POLICE ADMINISTRATION.**

The right men are at the head of the department. There is splendid material to select a police force from.

With ward politics cut out of the situation the City of Greater Salem could have a very efficient guardianship.

"Wasting at the Bung."

It seems absurd to spend excessive sums of money in the construction and operation of steamships for the mere purpose of slipping a few hours from the actual time of crossing, when so much time which might readily be saved is so heedlessly wasted at the terminals. I have spoken of this matter before, but it is one which demands interested and scientific attention. At the present time, both in steamship and railway service, nearly all effort to gain time is expended upon the most difficult and costly portion of the trip, without giving a thought to the time-saving possibilities to the passenger at the end of the run. At the present time the great steamship, taking her pilot off Sandy Hook, stacks her engines, stops at quarantine, slowly proceeds up the river, and is laboriously and leisurely warped into her berth. The passengers are then obliged to wait for all luggage to be brought off, and are further detained until a body of customs inspectors, usually woefully inade-

quate in number and absolutely indifferent to the time limitations of the passengers, proceed to examine the trunks, bags and bundles. This time-wasting operation over, the impediments must be transferred to wagons, while the passenger himself undertakes a walk of a quarter of an hour's duration to reach the place where, after a wait of indefinite length, he may consider himself to be really in the control of his own movements.

Surely we have here as fit a field for the application of scientific methods to the saving of time as exists in the addition of thousands to the horse-power of the engines, and hundreds of tons to the daily coal consumption while in midocean. It ought to be possible to have all the customs inspections made on board the vessel, after which all passengers could be transferred, with a minimum of delay, to swift tugs, classified by destinations, and delivering persons and belongings directly to piers upon which waiting trains of electrically propelled cars could receive them, leaving the great vessel to reach her pier with all the present exasperating deliberation, free from the presence of a single passenger.

The ease and facility with which this simple program could be carried out was most clearly shown by the manner in which it was actually accomplished for the daughter of the President of the United States, a short time ago. So far as the cost is concerned, it requires only a simple computation to demonstrate that but a fraction of that required to save the same amount of time by increasing the speed of the vessel at sea. Similar applications of scientific methods to the systematization of manufacturing and commercial operations have made all the difference between profit and loss, and it would be a simple matter for some of the existing steamship lines to beat the new Condors in the effective landing of passengers in this way without adding at all to the sea speed of its vessels.—From "Applied Science" in The Forum.

Jap's Cotton Manufacturing Industry

Consul John E. Jones, of Dalny reports persistent efforts by Japanese merchants, with the aid of the government, to capture the cotton markets of China. He writes:

During the past six months the mills in Japan increased their spin-dies with this very object in view. Evidence is not wanting that the Japanese government is looking with favor and lending financial assistance to the development of this industry. Japan has many things in her favor in this struggle for the cotton market of China. She has an abundance of cheap concentrated labor, understands the wants of the Chinese people, and is in a better

position geographically to meet the demand than any other country.

China is producing large quantities of cotton, but the quality is not good, and has to be mixed with either American or Indian cotton to produce good fabric. Japan uses large quantities of Chinese cotton in the manufacture of textiles, and will no doubt seek control of the supply. She is even now, it is said, growing cotton of her own in Corea in order to make herself independent of the foreign supply.

It is interesting in this connection to note the sources from which Japan obtains her raw cotton. From reliable statistics for the half year ending June 30, 1906, it is shown that the cotton mills of Japan used 209,574,662 pounds of raw cotton. Of this amount, India supplied the greatest quantity, 75,473,683 pounds; China, 67,996,954 pounds, and America, 58,546,589 pounds. From all other sources only 7,362,436 pounds were used. With three exceptions all the mills in Japan used American cotton. Five mills did not use Indian cotton at all, and five did without any of the Chinese product.

The total number of spindles in operation in the cotton mills of Japan last July aggregated 1,371,750, and the cotton consumed that month 35,314,125 pounds. These figures evidence the rapid strides the cotton industry is making in Japan. Nearly every mill increased its spindles and enlarged its capital stock, and every mill showed a satisfactory financial condition.

There was talk of building a cotton mill in Dalny, but conditions for several years to come will not warrant the outlay. The cost of living is more than double what it is in Japan, and there is a scarcity of labor, which would make such an institution almost impossible to operate at a profit.

The Child With Two Parents.

"I suppose it is because I taught school before I was married that I read every article I see about the duty of the parent" (I notice these articles always speak of the parent in the singular) to co-operate with the teacher in the education of the child. I also find in the magazines many suggestive essays on the training and government of children. To read these articles one would suppose that mothers brought up their children all alone. If it were not for other articles on the management of husbands, one would not know that there were any men at all in the world, or else one would think that though man as a husband is often trying man as a father is always in accord with his wife.

"This isn't at all the way the mothers and fathers whom I know behave in real life. Few children have any reason to believe that their parents are 'one' until they are old enough to read in books about the unitedness of married people. Before this, most of them have been vividly conscious that they have two parents, two distinct wills, to deal with.

"One immediate result of this recognition of the two conflicting wills in our household was that we children made it difficult for mother to dress us, and were careless about our frocks once they were on. We knew father would uphold us, and so he did, unless our tidiness interfered with his plans.

"But we did not stop at this. By the time I was 14, there were four

of us; and each of us young imps, from the youngest to the oldest, knew and acted on the knowledge that father and mother were of two minds about what was good for us. We knew exactly which things to ask father's permission about and which mother's. For instance, if Harry wanted to go fishing or swimming, he went to father; when it was a question of parties, we asked mother if we might go. We learned early that the way to prevail against her was not to argue with her, but to get father's consent first for the thing we didn't think she would approve of, and then let him do the arguing for us. We knew, too, that when he consented, he knew quite as well as we that mother wouldn't like it. On the other hand, when mother had agreed to something father did not wish us to do, she would say to him:

"I must keep my promise to the girls. You should have said sooner that you didn't want them to go; when poor father hadn't had a chance to refuse us, and we all knew he hadn't. One of the things he has always been most punctilious about is keeping promises, so when mother said, 'I promised the girls,' she knew she had him."—Everybody's Magazine.

Lifting Pig Iron With Magnets.

The primary idea underlying the design of this magnet was to produce such a dense and well directed magnetic flux that the material to be lifted would rise to meet the poles of the magnet. In actual service an eighty-pound pig of iron will jump vertically from four to six inches to attach itself to the center pole. The load which is lifted forms not only the armature of the magnet, but a portion of the core as well. A greater weight of detached material is, therefore required to satisfy the magnetic circuit than would be the case if the load formed merely the armature so that the lifting capacity of the magnet is correspondingly increased.

In a magnet which is to handle from 300 to 500 tons of iron per day, it is evident that the resistance of the magnetic circuit is not the only thing to be considered. It is doubtful whether any one piece of electrical apparatus is called upon to operate under such extremely severe conditions. As previously mentioned, pigs of iron will jump several inches to attach themselves to the magnet. Only the very staunchest construction can withstand the daily hammering of 800 tons of such pigs, and, in addition to this, in rapid working, the magnet itself is frequently lowered with considerable force upon the material to be lifted. The methods of insulating the magnetized winding, holding it in place, providing for its expansion, and protecting it from moisture and vibration, all require the most careful study and design; likewise, the effects of abrasion on the active face of the magnet must be provided for.

Now that these problems have all been successfully solved and the lifting magnet has been reduced to a practical and dependable device, it is being rapidly adopted by manufacturers and users of iron and steel products, with the introduction of great savings in the cost of handling such materials.—Casters' Magazine.

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AN ANNUAL EVENT

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Fraternal Insurance in California.

Editor Chronicle: Sir—The editorial on the question of fraternal life insurance appearing in the Chronicle on Sunday, December 16th, shows a comprehensive knowledge of life insurance in general and fraternal life insurance in particular. The editorial calls attention to some of the weaknesses in the present fraternal system of home protection and suggests a definite program of remedial legislation. That the defects spoken of exist in the fraternal societies to a greater or less extent no one conversant with the present situation will deny. Neither is there any division of opinion as to the necessity for action on the part of the fraternal life insurance societies that will remove the probability of excessive assessment rates in the future.

The only question, therefore, with which we have to do is a question of method. How can the needed reforms in the matter of assessment rates be brought about? This is a matter that has been engaging the attention of leading fraternalists for years and the Knights of Pythias is, so far as I know, the first society to recommend that fraternal life insurance societies be placed under the jurisdiction of state insurance commissioners. The last session of the National Fraternal society went on record as being apposed to any legislation whatever affecting fraternal life insurance at this time. The best way to bring about the needed reforms in the fraternal societies is to let them alone and let them work out their own problems.

The fraternal societies differ from the old-line life insurance companies in that the fraternal insurance contract can be changed only by the supreme law-making body composed of delegates elected by the members of the society. The fraternal society that is representative in government must take the membership into its confidence on all questions pertaining to the society, and the problem confronting the fraternal society is to get the membership to see the necessity of a change in the rate of assessment. For example: To bring about a change in the assessment rate of the Modern Woodmen of America not only is it necessary for the management of the society to see the necessity for a change, but a membership of more than 800,000 must also be made to see the necessity for an increase in their payments. Educational campaigns, to enable the membership to see the necessity for change in assessment rates have been carried on by some of the leading fraternal societies during the past several years and I have no doubt that we shall see all the fraternal societies collecting adequate rates within a few years. This condition will be brought about, however, by evolution, not revolution.

The legislation suggested by the Chronicle would embarrass and hamper the fraternal societies without serving any good purpose. Should the insurance commissioner be given jurisdiction over the fraternal society, and in the exercise of his authority fix a minimum rate to be charged by the fraternal society, and make the collection of that rate a condition upon which a license could be secured, untold injury would result. No change could be made in the assessment rate until the convening of the law-making body, and we would have no assurance that the law-making body would meet the condition imposed by the insurance commissioner and should they fail to do so the fraternal societies affected would be unable to continue to do business in California.

As a fraternalist I am opposed to interference with the fraternal societies in their efforts to solve the rate problem, and as a member of the California legislature I shall strenuously oppose the suggested legislation. Very truly yours, J. O. Davis, state deputy head consul for California and Arizona, Modern Woodmen of America, Hollister, December 17.

Mistrusted It.

Wife—Karl, aren't you going to try that wine that your cousin sent you on your birthday?

Husband—I don't know; you see its in return for the cigars I sent him last Christmas.—Filegend Blatter.

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John Hay's Versatility.

John Hay, statesman, author and poet, excelled in all three lines. As a statesman he had few equals and no superiors; as an author his chief achievement was in writing the life of Lincoln. As a poet, however, few appreciate that his song was lofty and well sustained. His reputation in this line has depended on his lighter productions, such as "Jim Bludsoe," "Little Breeches," etc., but the following in a more serious vein shows power and depth:

A WOMAN'S LOVE.

A sentinel angel sitting high in glory
Heard this shrill wall ring out from purgatory:

"Have mercy, mighty angel, hear my story!"

"I loved—and, blind with passionate love, I fell.

Love brought me down to death, and death to hell.

For God is just, and death for sin is well.

I do not rage against His high decree,

Nor for myself do ask that grace shall be;

But for my love on earth who mourns for me.

Great spirit! Let me see my love again

And comfort him one hour, and I were fain

To pay a thousand years of fire and pain."

Then said the pitying angel, "Nay, repent

That wild vow! Look, the dial finger's bent

Down to the last hour of thy punishment!"

But still she wailed, "I pray thee, let me go!

I cannot rise to peace and leave him so,

Oh, let me soothe him in his bitter woe!"

The brazen gates ground sullenly ajar,

And upward, joyous, like a rising star,

She rose and vanished in the ether far.

But soon adown the dying sunset sailing,

And like a wounded bird her pinions trailing,

She fluttered back, with broken hearted wailing.

She sobbed, "I found him by the summer sea

Reclined, his head upon a maiden's knee—

She curled his hair and kissed him—
Woe is me!"

She wept, "Now let my punishment begin!

I have been fond and foolish. Let me in

To expiate my sorrow and my sin."

The angel answered, "Nay, sad soul, go higher!

To be deceived in your true heart's desire

Was bitter than a thousand years of fire!"

—John Hay.

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Hood's Sarsaparilla, all druggists, \$1. Catarrh, mail order only, 50 cts. For testimonials of remarkable cures send for our Book on Catarrh, No. 4. C. I. Hood Co., Lowell, Mass.

NOTICE

DEPOSITORS IN THE SAVINGS DEPARTMENT OF THE CAPITAL NATIONAL BANK WILL PLEASE PRESENT THEIR PASS BOOKS FOR THE PURPOSE OF HAVING CREDITED THE SEMI-ANNUAL INTEREST DUE JANUARY FIRST. IF NOT WITHDRAWN THE INTEREST WILL BE ADDED TO THE ACCOUNT AND BEGIN TO DRAW INTEREST FROM THIS DATE.

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Cashier.