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tion, and he gives his personal attention to every matter that properly comes before the executive for consideration. What, then, is the basis of the opposition to the Mayor's re-election? It is mainly, if not wholly, that Mayor Williams at one time stood sponsor for what is commonly known as the "open town."

It appears to be forgotten now that it was entirely an emergency policy. It was never the purpose of the Mayor and the Executive Board to make it a permanent feature of the administration.

SEA-LEVEL CANAL WITHOUT DELAY. A lock canal in twenty years or a sea-level canal in four years or a sea-level canal in twenty years are the possibilities which M. Philippe Budaucari, the French engineer, predicts for the Panama Canal.

There seems to be a general sentiment in favor of completion of the canal in the shortest possible time, and if the French engineer's plan for transformation of a lock canal into a sea-level canal without interfering in any way with the operation of the former is adopted, the sea-level canal is generally favored for many reasons which have been previously set forth.

THE MAYOR'S STATEMENT. Mayor Williams makes a strong showing for his administration of city affairs. There have been scandals, but none have affected his immediate official family.

AN ECCENTRIC WHEAT MARKET. Pending the arrival of the chinch bug, the Russian fly, rust and other pests which damage the wheat crop in the minds of the legislators and occasionally in the fields, it is becoming a serious tax on the energies of the bureau and the bears to rake up wheat news of a sensational order.

OREGON LUMBER AND THE PANAMA COMMISSION. That the first effort of the new Canal Commission is to be an advertisement for the lowest obtainable price for lumber is a failure—even a fiasco—is to be much regretted.

By allowing bids upon canal supplies to be made by all comers, the Commission has made themselves highly unpopular with the firms that would otherwise have had a cinch.

St. Petersburg thinks that Rojesteven has made a "dash for the Pacific." There is no speed minimum for a "dash," but eight knots doesn't seem quite high enough.

Schumann-Helk, the singer, mother of eight children and widow since last November, is said to be married again. Why not? No family is complete without a father.

The "decisive battle of the war" has been "imminent" in Manchuria for more than a year, and the "great sea fight" bids fair to be "imminent" as long.

Hiram Cronk, the last survivor of the War of 1812, will be buried today. He saw the last invasion of American territory, and probably none alive now will see another.

Australia has been refused landing, and two blind men, Dowdies, have been discovered among the passengers from the same place, seeking asylum in this country. If we must give domicile to either class, which, of course, should not be done, the infant class is far preferable to the aged.

Every farmer in Oregon should send to the Agricultural Experiment Station at Corvallis and secure a copy of a pamphlet recently published on the subject, "Poultry Under Confinement."

The first drowning of the season among the Astoria fishermen is reported, the breaker on Peacock Spit claiming for a victim Ole Strand, a young Norwegian who was serving his first season on the river.

The fair land of Poland, immortalized in Balzac's "Bohemian Girl," will no longer be "torn by the hoof of the ruthless invader," nor will the oppression of the poor be made more burdensome to the people.

The Southern Pacific is to put on a train leaving Eugene in the morning and returning to Portland in the afternoon. This is a convenience which has long been denied the citizens of one of the largest cities in the state, and it will be appreciated and well patronized.

A herd of range horses being driven through the streets of New York were stampeded at Sixth street and West End avenue, creating great excitement.

Happy Coos Bay! Bring out the ax, the gun and the fishing tackle, we are off to Arcadia.

The New York Evening Post announces an article on "Why is Browning Popular?" The answer to that question is easy: he ain't!

Dublin is to honor the memory of Thomas Moore by removing the College street statue of the poet. The statue is so inartistic that it is an offense to the poet's admirers.

No man need be unhappy, though married," says the Coos Bay Harbor "who has words of rhodomendrea." A forest of rhodomendrea would have no influence upon the man who had just been presented with a milliner's bill.

Has a poet the right to read his poems to his wife? This is a question of great moment to all poets, and especially to Spring poets, and it is satisfactory to learn that the wife must submit to the reading, or at least is not justified in assailing her husband.

Don't give aims to any alighted beggar, male or female, so long as the big crop of berries at Hood River is waiting to be picked.

NOTE AND COMMENT. Klaus J. Steiner, the young Pittsburgh man whose love letters to the number of 500 were brought into court during a breach-of-promise action, was quite a devoted lover.

The Russians have now got around to explaining their retirement from Mukden. They say it wasn't really a Japanese victory; at least it may have been a Japanese victory, but it wasn't a Russian defeat.

Hood River is doing its share to brighten up the world and cheer the worldlings. The strawberry is the greatest agent of optimism, and if it only had mint's capacity for combining with other drinks than soda, it would be the chiefest product of the soil.

A young woman in the East has just recovered damages from an express company which lost her suitcase. She established to the satisfaction of the court that the following articles were packed in the suitcase:

After reading a column editorial in the Coos Bay Harbor, we confess to an almost uncontrollable desire to make for the Coos Bay country as fast as steam and team can take us.

There on the hillside a man can plant an orchard where he can grow nearly every fruit except peaches. This is a protected spot where the sun shines in he can grow melons and grapes.

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GREAT BENEFITS OF THE PARCELS POST. Why It Has Not Yet Been Made a Prominent Feature of Our Postoffice Service—Express Companies Have Prevented Its Inauguration.

One great economic betterment that thinking people in America are asking for is the parcel post. What is the parcel post? I'll tell you. It is an extension of the business of the Postoffice Department so that all business now done by express companies shall be done by the Postoffice Department.

There is not a civilized country on earth that divide up its Postoffice business with express companies as we do. Why we as a people pay tribute to the express companies, I do not know.

When John Wanamaker, the man who inaugurated the one-price system, and the greatest of American mail carriers, was Postmaster-General of the United States, he was asked his opinion of the parcel post.

There are five insurmountable obstacles. "Will you name them, please?" "First, the parcel post is a matter of national policy; second, the United States Express Company; third, the Adams Express Company; fourth, the Wells Fargo Express Company; fifth, the Southern Railway Company."

Express companies practically serve the only one-third of the people. The rest of us are left to the mercy of the parcel post. The rural free delivery has educated the party that inaugurated it.

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