

The Oregonian PORTLAND, OREGON. Entered at Portland, Oregon, Postoffice as Second-Class Matter. Subscription Rates—Invariably in Advance. (By Mail.) Daily, Sunday included, one month, \$4.00...

get it at a bargain, locate their High School therein, hire their own teachers, and in all respects shape and rule their own local educational affairs as becomes American citizens.

THE NEEDED CHANGE. The people of Portland intend to make Joseph Simon their Mayor, because they want judicious, quiet and efficient municipal government. There has been buncombe enough—and too much.

For years there has been utmost straining after effects, and little accomplishment. The like always happens when men are set to tasks too big for them. Results accomplished in such cases are almost always in inverse ratio to the pretensions of the effort.

MAYOR LANE, so far as he could control it, has conducted an hysterical administration. No wonder, perhaps, for it was a product of hysteria on the side, supported by partisanship on the other. It has been so far as the Mayor could direct it a chaotic performance; the most obstructive policy ever has known.

What obstacles have been thrown in the path of the United Railways. How, in the name of reform, one kind of property taxation is as another has been barred (no pun intended) by its majesty. What litigation has arisen and at what cost to the city. Reform always is terrible, when let loose under the direction of men to whom the struggle and the idea alike are new and strange.

But it is a passing episode in the history of the city. The Oregonian believes that the city will be glad to turn from cranky government to rational, orderly and efficient government. It is not in improvement of the streets and sidewalks, for arbitrary ignorance and wasteful expenditure. People are tired of having the moral conduct of the city subject to the caprices of those who never could control their own.

Stained beyond the present season unless there is a world-wide shortage in the crops that will be harvested in the next eight months. But there will be no recession to the low prices of former years. The domestic demand has increased so much more rapidly than the production that we shall no longer have a large surplus on which the cheap wheat of India and the Argentine will fix the price in foreign markets.

Fifty conditions prevail, according to the dairies from which the milk supply of the city is drawn. Let us hope that we have an inspector who will inspect, to the end that these "filthy conditions" be corrected before the heat of Summer comes, setting loose the noxious and adding rotteness to filth. Next to the steel stocks, the milk picher can conceal more abominations of the filthy and disgusting trade than any other article or receptacle that finds its way to our table.

The foreign trade situation as reflected in the latest report of the Bureau of Statistics of the Department of Commerce and Labor presents some interesting features for the student of political economy. It also offers a great field for speculation and theory as to the reason for and probable effect of some striking changes that appear in the report as compared with that for a year ago.

Stocks in the New York market soared skyward again yesterday, the Harriman issues and the steel stocks being particularly strong, with phenomenal gains scored in both. It is, of course, very pleasing to note that money is so plentiful that a 6 or 7 per cent stock, like the Harriman "Pacific," is selling at some 220 or very few points less than \$200 per share.

The theory that the present tariff tinkering will result in notable reductions, or even that there will be no material changes in the duties, is in no manner reflected in the figures showing imports of manufactured goods ready for consumption. Of this class there was an increase in April of more than \$1,000,000, while exports of the same class showed a decrease of about \$600,000 for the ten months ending in April, 1908.

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HOW TO REACH "500,000 IN 1912" Portland Must Exploit Her Advantage to Manufacturers. PORTLAND, June 3.—(To the Editor.)—Right in our midst we have not only the greatest lumber market in the world but also have industries in sections tributary to Portland such as woolworking, fruit-raising, wheat lands, besides other necessities, and what is most significant, water in abundance and transform into power.

There are numerous tracts in the surrounding country platted and laid out for domestic use to provide homes for the new arrivals. This is foresight, but these must have employment to maintain homes and even have bread. Where is that coming from?

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The magic of Summer was made manifest in the first two days of June when the buds had not only burst open but also fragrance of the buds and buds of rose bushes throughout the city. The onset was so sudden and the result so gracious that the prophet of disaster to the Rose Festival from lack of roses was rendered dumb. Plenty of roses? We need not ask. It is a story that is printed over dooryard in delicate and varied colors.

Wireless Flashes From Seaboard. Belfast, Me., Dispatch. Belfast has the honor of having built the first sailing vessel to be fitted with wireless telegraph. The vessel is the four-masted schooner Pendleton, owned by Captain Walter H. Smead, of Islesboro, with his chief engineer, Ralph N. Seeley, installed the apparatus. The apparatus for receiving and sending the messages is a radio engine-room, and the spark is furnished by dry cells, which later will be supplied by a dynamo. The spark coil is the same as used by the Navy and contains 7/16ths of the finest wire, wound in 100 parts. Nearly three months were required to effect the installation and perfect its workings.

It Was the Limit. "Rastus (exulting)—Gee, I kotched de finest 'possum in Georgey dis time. Better Half—Golly, 'Rastus, 'or 'ast send him to Mizzy. Better Half—Rastus—Hannah, dah am 'Rastus to peaty fealty. Song of the Spendthrift. For me just a little, I never enough; I've only one spend—that's the high. I eat that I's a grumpy, tough-tough. When short, I go hungry and tighty my. Saving up for a provender spree. Some people may serim and may dine on a pie. But it's plenty or nothing for me. When I've a few dollars to hang on some bells. I do hold them back for a minute. I get sick as I'm worn by the swell. And then a spark sticks goes in it. 'Tis because I've a plenty to give; Next time just the same it will be. Some people may stint, but my coin does a rattle. It is plenty or nothing for me. If ever I have an account at the bank, I'll check it all out in a chunk. I'll take a duke or some other of rank. I'll have my dough as gone plunk. I'll hand my last five to a drug clerk and a friend. "Some dope for my fello-de-do—No pelson so cheap; here, the change you may keep. It is plenty or nothing for me."

the examination of Mr. Spreckels himself that, just prior to the fire, Mr. Phelan and Mr. Spreckels had organized the Municipal Railways with a capitalization of \$11,000,000 for the purpose of building underground-trolley lines in competition with the United Railways. It is this fact that has led to the many reports that the real motive of Mr. Spreckels for his attack upon Calhoun was a business one, and a declaration that he expects to receive in return three dollars for every one he is now investing in reform.

Now, the Evening Post has only the feeling which every lover of good government must have when it reads of the conviction of Mr. Calhoun of the facts warrant it. The country would then be able to say that at least in one city the trial of a man reached; that in San Francisco Mr. Heney could do what Mr. Jerome failed to do. One reason, or another, to accomplish better. It is for the sake of the city, and to believe that Messrs. Spreckels, Phelan, Heney and Burns are fighting the people's battle against the worst type of political corruption, which is a point which we wish to make today is simply that even a reformer cannot in one day or even in one month run the machinery of government himself. He must have an immediate reaction. The best kind of reform is that which comes from the people themselves by regular democratic means, and not that which emanates from a handful of men financed by the well-filled purse of a few millionaires.

Some Personal Remarks Concerning Mr. Kellaher; Also Mr. Albee; Likewise Mr. Munly as Individually Selected Representatives of the Plain People, Together With Other Fire Partners. PORTLAND, June 3.—(To the Editor.)—Querer city campaign, this. Mr. Kellaher roars about the need of a business administration, implying that unless he is elected Mayor there will be no such guarding of the people's interests as they are entitled to.

Humor of a Marble Battleship. Washington, D. C., Dispatch. "The Warship," says the Washington correspondent, "is a ship whose death has been a great shock to his friends here. He was known along New-England waters as the best of the best, and he was a great character." The ship was a great character, and he was a great character.

Writing 13,170 Words on Postal. New York Man Achieves a New Record on Microscopic Writing. Greenwich, Conn., Dispatch to New York Times. A record for fine writing with a pen has just been established by a J. J. Farrell, a draftsman, of 110th street, Brooklyn, N. Y., who in a local contest wrote 13,170 words, using 223 letters, on the back of an ordinary postal card. More than 100 other contestants tried their skill in the same contest, and second honors fell to James F. Lally, a hardware clerk of Greenwich, with about a third as many words.

Children of United States Senator Page. Washington, D. C., Dispatch. Senator Carroll S. Page, of Vermont, is on good terms with the Senate pages, and he has his own way. Page says of this, he tells the story that when he was Governor of Vermont he went to the chamber of the Senate of the State Legislature one day and about a dozen pages flunked around him just as a friend of his from the rural districts walked in. "Governor," inquired the friend from the country, "who are all these little boys?" "They are little pages."

LIGHT ON THE SAN FRANCISCO TRIAL

An Eastern Journal's View of It—Business Rivalry at the Bottom of the Prosecution. New York Evening Post. Nobody believes that the United Railways of San Francisco have been superior in its morality to the average city transportation company, or that its feelings would have been much outraged if it deemed it wise to pay \$200,000 to secure a railroad franchise, or a railroad franchise is entitled to justice in court, and the impression is gaining ground that the effort is to secure Mr. Calhoun to prison at any cost, and that the trial of Calhoun and Messrs. Heney and Burns in obtaining evidence—such as entering Mr. Calhoun's office and blowing open his private safe, and obtaining of questionable validity—is not justifiable even in the endeavor to free an utterly demoralized city from the toils of scoundrels and blackmailers.

Did not Dayton provide the National Cash Register Company with a site? The same man who provided the site for the National Cash Register Company in Kansas City, Mo., is also the man who provided the site for the National Cash Register Company in San Francisco, Cal.

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IT IS THE MAGAZINE SECTION OF THE SUNDAY OREGONIAN WILL THEY SOLVE THE MYSTERY OF MARS? In a few weeks the planet will be nearer the earth; then astronomers will try to settle disputed points.

FIFTIETH YEAR OF ST MARY'S ACADEMY Human interest story attaching to the pioneer Oregon Catholic school for girls. OPENING DAY WEEKS OF THE SEATTLE FAIR Excellent photographic reproductions of scenes last Tuesday at the A.-Y.-P. Exposition. LAST STAGE OF ROOSEVELT'S JOURNEY Trip down the White Nile to civilization; but never out of danger from disease. SOME POOR BOYS WHO BECAME FAMOUS This is not strictly biographical, but the Japanese schoolboy's idea of certain prominent Americans. ORDER EARLY FOR YOUR NEWSDEALER