MANY LUMBER CARRIERS

STEAMSHIPS COMING TO PORTLAND FROM NORTH, SOUTH, WEST.

Arctic Is Due This Morning From Scattle-Forerte and Guernsey Coming From Orient.

The new steam schooner Arctic sailed from Scattle yesterday morning for this city to load a cargo of lumber for San Francisco. Puget Sound has sent a great Francisco, Puget Sound has sent a great many ships around to Portland for flour and wheat cargoes, but it is something new for steamers to come around from that "wooden" country to load lumber at Portland. The lumber increase in this port is growing faster than ever before, and foreign shipments for the year now drawing to a close will be larger than than those of any previous year. Another steamer which is coming from Puget Sound to Portland to load for the Grient is the Hords. She sailed from San Francisco for Seattle last Saturday, and, after taking aboard a part cargo at Beattle, taking aboard a part cargo at Beattle, will come here for lumber. The big tur-ret steamship Guernsey, one of the Pa-cific Export Lumber Company's chartered fleet, is due from Maniia in about 10 days, and will load back for the Orient with lumber, Another of this company's eteamships, the Adato, is now loading at the North Pacific mill in this city.

At the Eastern Lumber Company's mtil the steamship Signal is discharging a cargo of California redwood, and by the time she is out of the way the steamer Lakme will arrive with a similar cargo from Eureka. Both of these steamers will load outward from Portland with lumber cargoes. The big steamship Foreric is due from the Orient the latter part of the month, to load a carge of humber for the Eastern Lumber Company, and the Culifornia & Oriental Steamship Company will send the Strathgyle back here on her return trip from the Orien. In addition to these shipments a number of small coasting steamers and saliers are continually taking out cargoes of lum-per for San Francisco and other Coast

TOO MANY STEAMERS.

Remedy Sought for Demoralization in Trans-Atlantic Trade.

NEW YORK, Nov. 13 -- New York representatives of trans-Atlantic steam lines agree with Herr Albert Ballain lines agree with Herr Albert Ballain, director of the Hamburg-American Line,
that there is demoralisation in the trade,
but they do not think his visit to London will result in any cure for the present difficulties, says the Heraid. His
sintement that he had sought to effect
an agreement whereby the number of
steamer's leaving New York weekly in the
Winter season might be reduced, made
in an interview in London, surprised the
agents of the big line.

New York steamship men are look-

sgents of the big line.

New York steamship men are looking forward not to further agreements, but to the development of the plans in which J. P. Morgan has so far appeared to be the most artive mover. They are wondering what is to be the outcome of the Levine with the best more than the plant with the property of the Levine with the property of th ne purchase of the Leyland line by Mr. lorgan and of his reputed control of the atlantic Transport Line. They expect a owerful syndicate controlling several ines to be the result of Mr. Morgan's activity. They think single control of such a great interest would provide against an oversupply of tounage and rate

Vernon H. Brown, general agent of the Cunard Line, said:
"I have paid little attention to Herr

Ballin's statement. There is demoraliza-tion in the Atlantic trade and there is too much tonnage. The Germans have in-troduced most of the new tonnage. One cannot arrange in five minutes a scheme for a reduction in Winter service of six great steamship companies." John Reed, representative of the White

Star Line, said:
"I have heard nothing of any proposal for cutting down the sailings. We are sailing once a week, as our contract with the Government for the carriage of mails requires. It would be a big proposilion to arrange a plan for cutting down the service of several lines. Many men have thought of it, but they have never

"In the first place, the mall contracts, nguand and, I bei with the United States, require weekly service. That arrangement could not be charged without serious objection being made by the business community who now receive several mails a week. If we should lay up our plg ships we should lose our crews, and that is an important

LONG TIME IN PORT.

Puget Sound and San Francisco Ships Have Slow Dispatch.

The British bark Eudora, after nearly completed her cargo and cleared for Europe, The Alexander Black, which arrived there nearly 60 days ago, is still port but is expected to get away this week. There are but three other grain selps on Puget Sound, the Elba, which was delayed by an accident, the Galena and the Garsdale. While the Tacoma and Seattle ships have been much slower than Portland ships in getting to sea, they still make a better showing than the vessels sailing from San Francisco. So many of the ships down there were delayed during the strike that the average time in port was remarkably long. Regarding the slow dispatch the San Francisco Bulletin says:

"The average time in port of the 25 grain ressels cleared from San Francisco in October was within a few hours of 70 days. This is altogether too much time to spend in port in shifting cargoes, especlally in the busiest month of the year Six of these vessels were here over 100 days, one reporting 123 days, two 112, one 110, one 101 and one 100 days. cleared in September averaged 59 days in port, those in August 58 and those in July 22 days. The strike among the stevedores in September prolonged the time of some of the October ships. One of the ships in July was in port only 20 days, having arrived here in ballast, so there was little delay in loading. The 11 steamers cleared from this port with grain to November averaged 49 days in port. Two of these were spot charters, and were in port some time before engaged to load. One of these was the Royalist, 100 days in mrt, and the other the Enterprise, 78 days port. The others were chartered prior strival, and were in port 23 to 64 days, a average being 40 days."

DEATH IN THE GALE.

Report of Wrecks Still Coming in From British Const.

LONDON, Nov. 12.-The gale which has een sweeping over Great Britain and Ireland for the past two days continues una-bated at many coast points. Over the Welsh lowlands the torrential rains are increasing, causing disastrous floods. Re-ports of wrecks and casualties continue to flow in. The death list, made up of threes and fours, has an aggregate approaching one hundred.

The mail boat Nord, from Dover for

Calais, which jast night ran down the lightahip off the works of the new Dover pier, has succeeded in returning to Dover. The mails and passengers are safe. The crew of the lightship was also landed this morning after passing a terrible night at sea in a small boat.

The British steamer Steleveo has been beached at Dover. She is high and dry across the parade.

Early today a French bark struck off lendon, South of Sunderland, Ninoteen f the crew were drowned. Numerous other wrecks have been reported, but the weather in most cases prevents the identification of the craft. Two vessels in distress were sighted last eventing off Dungeness, but the weather was so severe that the lifeboat was unable to

put out to their assistance. This morning one of them sank. The other, a steamer, reached West Bay, where a tug

is now standing by her.

The revenue-cutter Active has been wrecked in the Firth of Forth. Twenty-three of her crew were drowned and three The Norwegian bark Inga, Captain Ole

son, has been totally wrecked at Type-mouth, and 16 members of her crew have been lost. The Russian bark Pollux, Cap-tain Lour, from Liverpool, N. E., October II, for Glasson dock, was stranded at North wharf, Fleetwood, and lost her foremast and mainmast. She got towed off to her destination today waterlogged. The Swedish bark Trio was driven ashore late this effernoon at West Hartlepool, Durham, and was broken up. Three of her crew were washed ashore alive, and the remaining seven were drowned in sight of thousands of spectators power-less to help them, all attempts at rescue with rockets carrying life-saving lines having failed.

COPENHAGEN, Nov. 13.-A terrible gale and snow storm, lasting for the past 12 hours, has done great damage through-out Denmark. There is five feet of snow here. Eight vessels are reported drifting ashore, two have been wrecked and many

OCEAN VERSUS RAIL.

Pacific Coast Steamship Company Fighting for Passenger Traffic. A marine drummer or sait water spicies are names which might be applied to the latest scheme introduced by the Pa-cific Coast Steamship Company, to as-sist in its fight against the Southern Pacific for the passenger traffic of the Coast, says the San Francisco Examiner. Stationed on the steamship company's dock is a man who meets, all incoming vessels and cries out to the passengers disembarking the advantages and differonsembaraing the advantages and inter-ences in rates between the ocean travel and the trip by land. Charles F. Bat-telle, an employe of the company from Seattle, is stationed on the dock. He said: "A great many people are ignorant of the vast difference in rates between Coast ports by land and by sea, and it is to enlighten these people that I am sta-tioned here. I also make a canvass of all the hotels. We are fighting the rail-road tooth and nail. The Santa Rosa carried on her last trip 200 passengers— more than she has carried for some time."

HARBOR WELL FILLED. Twenty Grain Ships Londing at Port-

land and 11 Ready for Sea. The British ship Travancore arrived up from Astoria yesterday afternoon and anchored in the stream to await her turn at the Elevator dock, where she will load. The arrival of the Travancore brings the fleet at Portland up to an even score of vessels, with 11 still in the lower harbor at Astoria. The ships at the docks are all receiving very quick dispatch, and those which are loading will nearly all be out of the way by the end of the week. The Europe is the nearest to the finishing point, and may complete her cargo tomorrow. The Schwarzenbek has finished discharging her ballast, and is at the Elevator dock ready to take the loading berth vacated by the Europe, Another ship was reported in the offing last evening, and will probably be in today. There are about a dozen due or close at hand, so the identity of the stranger will not be disclosed until she arrives in the

TWO SHIPWRECKED CREWS.

Survivors of the Astree and Glen-

caird Rescued by a Transport. BUENOS ATRES, Nov. 13.—The trans-port Chaco, which has arrived at this port chaco, which has arrived at this port, reports having picked up at Staten Island (an island off Terra del Fuego, at the southern extremity of South America), the captain, first and second officers and 21 of the crew of the French ship Astree, which sailed from Shields, July 12, for Valparaiso. The Astree had been abandoned October 8 off Cape St. John Six other members of the present the contraction. John. Six other members of the crew who had left the ship in small boats are miss-

Ing.

The Chaco also picked up the first officer and two of the crew of the bark Glencaird, Captain English, which sailed from Shields, May 18, for San Francisco. The Glencaird was lost off Fort Margaret, Staten Island. The captain, second officer, third officer and the vest of the crew third officer and the rest of the crew were drowned.

YUKON IS STILL OPEN. Boats Could Make Another Trip-

Stormy Voyage of City of Seattle. PORT TOWNSEND, Nov. 12 -- Passengers arriving from the North today on the City of Seattle report that vessel as hav-ing a most tempestuous voyage from Skagway, and that several times she was nearly thrown on her beams end. They also say that, while the weather was remarkably stormy, cold weather has not yet set in, and that nothwithstanding the fact that all the steamers on the Yukor River have gone into Winter quarters the river is still open, and the boats could have made another trip to Dawson. The Ora was the last steamer to come up the river. She had no difficulty in making the trip. Some floating ice was encour tered, but ice runs in the river several weeks before it forms solid. Old-timers may the river has remained open longer this year than it has at any time in the

Coul Schooner Abandoned. BOOTH BAY HARBOR, Nov. 13.-The schooner Anna Louise Lockwood, which arrived here today, brought news that the three-masted New York schooner J. B. Vandusen, New York for Camden, Me., with coal, was abandoned and sank in latitude 42:19, longitude 58:48, last Mo. day. The crew of the saved by the Lockwood. the Vandusen were

Reinsurance on the Glencaird, SAN FRANCISCO, Nov. 13,+The British ship Glencaird, which is reported to have been wrecked near Cape Horn, was on the overdue list. Yesterday the reinsur-ance was quoted at 35 per cent. George L. English, a son of Captain English, who was drowned, is second mate of the British ship Peyasus, now in this port.

Domestic and Poreign Ports.

ASTORIA, Nov. 13.—Sailed at 10 A. M.— teamer Alliance, for San Francisco and way orts, Outsids at 5 P. M.—Three-masted ship, condition of the bar at 5 P. M.—Rough; wind San Francisco, Nov. 13,-Arrived-Steamer Washtenaw, from Tacoma; steamer Cazina, from Tacoma; steamer Tellus, from Ladysmith, Salled-Steamer Victoria, for Ladysmith; steamer Totems, for Nanaimo; schoener Stanley, for Gray's Harbor; bark Agute, for Gray's Harbor.

Tacoma, Nov. 13 .- Arrived-Steamer Al-Ki. from Alaska; steamer Tampico, from Seattle. New York, Nov. 12.—Arrived—Kalser Wil-helm der Grosse, from Bremen. London, Nov. 13.—Arrived—Minneapolis, from

Bremen, Nov. 13 .- Arrived -- Darmstadt, from New York, Nov. 13.-Arrived-Teutonic, from

New York, Nov. 13.—Arrived—Teutonic, from Liverpool and Queenstown; H. H. Mier, from Bremen. Salled—Perugia, for Naples, etc.; Oceanic, for Liverpool; Philadelphia, for Southampton; Southwark, for Antwerp. Doulogne, Nov. 18.—Arrived—Pensylvania, from New York for Rotterdam, and proceeded. Plymouth, Nov. 18.—Arrived—Pennsylvania, from New York for Cherbourg and Hamburg, and proceeded.

London, Nov. 18.—Arrived—Hermonthia, from Tacoma and San Francisco.
Valgaraiso, Nov. 13.—Arrived—Loyalist, from San Francisco for St. Vincent, C. V. Seattle, Nov. 13.—Sailed—Steamer Pleiadea, for San Francisco; 12th, British steamer Teanist, for Tacoma. Arrived—November 12. British steamer Queen Arelaide, from Tacoma; 18th, steamer Queen Arelaide, from Tacoma; 18th, steamer Ai-Kl, from Skagway; steamer City of Sautile, from Skagway. Browhead, Nov. 18.—Passed—New England, from Baston for Queenstown and Liverpool.

PROTECTION FROM

DISTRICT OF EAST SIDE.

Water Committee Will Lay Down Main on East Pirst, If Cross Streets Are Improved.

Fire protection for the warehouse and nanufacturing district between East Marmanufacturing district between hast Mar-ket and East Oak streets, along the wa-ter front, is a very live question in that part of the city. Recently a petition signed by the business men of that dis-trict was sent to the Water Committee, asking that a large water main be laid on some available street, and after lookon some available street, and, after look-ing over the situation, the committee de-cided to put down a 14-inch main along East First street, where the street is oc-cupied by the railway embankment. It was contemplated that this main should be extended north through Lower Albina, thus providing fire protection for all the large warehouse property. But there is a condition precedent to laying this main. O. M. Scott, of the commit-tee on fire and police protection, of the East Side Improvement Association, made an investigation and the following is the full text of his report:

Your committee beg leave to report that at present there is inadequate fire protection for the large property and business interests lo-cated on Mass Water and East First streets, etween East Clay and East Pine streets, was found, however, that the Water Commit-tee had already agreed to extend the 14-inch water main from East Twolfth and East Clay, west on East Clay to East First, thence north on East First to Hast Cak, on condition hat property-owners would improve the ful-twing cross streets between East Water and East First streets, viz. East Madison, East Main. East Salmon, East Main. East Salmon, East Taylor, Helmont. East Washington and East Oak. In case these streets are improved in accordance with the specifications of the City Engineer, the Water specifications of the City Engineer, the Water Committee will at once proceed to lay the 14-finch main and connect six-inch hydrants to the main, the estimated cost of which is \$14,-900. It is conceded that without these improved cross streets it would be useless to lay the main, and also that the only place where the main can be properly placed is on East First street, it being impracticable to place it along an elevated roadway. At the request of the Water Committee, the Portland Fire Department has been circulating pelitions for the desired street improvements among property-owners with encouraging success. Some additional time will be required for looking up owners with encouraging success. Some addi-tional time will be required for looking up property-owners, but your committee is encour-aged to believe that no nerious objection will be encountered, and that in due time the im-provements will be made and ample fire pro-tection will be afforded this district.

It is considered certain that East Madison, East Main, East Salmon and East Taylor will be improved, and there is encouragement that most of the other streets will also be improved. With a line of hydrants placed along a 14-inch main on East First street, and with elevated roadways on the cross streets, Chief Campbell and District Engineer Holden any that ample fire profection can be afforded that district. There would be easy access to the warehouses mills on both East Water and East First streets. Fire apparatus could be effectively handled

BOYS' BRIGADE DRILL HALL. It Will Be Ready for Dedication in

About Two Weeks. The big drill hall for the Boys' Brigades of Albina will be finished and ready for dedication in about two weeks' time, when there will be an appropriate service. Severe plainness is the characteristic of the structure. Only windows sufficient for ventilation have been provided, as most of the meetings will be heid at night. A large sliding door has been placed at the front, at the main entrance. Electric lights will be provided. The ground will be leveled and surfaced for drilling. Besides drills there will be meetings for Bible study, reading, and athletics. The boys in that part of the city are greatly interested in the building and are waiting anxiously for its comple-tion. Residents in that part of the city are pleased that M. H. Hamilton has are pleased that M. H. Hamilton has taken steps toward providing a building for their boys' benefit. They feel that it may be the means of keeping them off the streets at night, and of providing healthful amusement for them.

Repairs Urgently Needed.

Immediate repairs are needed to the street at the east end of the steel bridge. For a distance of about 150 feet Holladay avenue at this place has become almost impassable for vehicles. The car tracks of the City & Suburban Railway Company are above the surface of the street, Deep ruts have been cut out. Teams drag loads from the bridge with great difficulty. Traffic from Holladay avenue Larrabee and Crosby streets concentrate at the bridge entrance. The travel is heavy and the repairs are badly needed,

Want Car Line Extended. Residents cast of East Nineteenth street, on Tillamook and parallel streets, are anxious that the street-car track which how ends at East Nineteenth and Tillamook, should be extended to East Twenty-fifth. The line follows East Fif-teenth to Tillamook, and thence to East Nineteenth. When it was built there were few houses to the eastward, but now some of the finest dwellings are many

blocks east of East Fifteenth street. Woman's Relief Corp Baznar. The bazaar in charge of the Woman's Relief Corps, held to raise their subscription to the soldiers' monument fund, was opened yesterday in a room in the Logus building, fronting on Grand avenue. The booths are neatly decorated and the National colors are profusely displayed. Refreshments were served yesterday.

East Side Notes.

Pedestrians will appreciate the shelters that are being built on the Burnside and Morrison-street bridges this winter, when there is a driving rain from the south. The sheds are being placed on the south side of the bridges, and are 25 feet long. Mrs. L. H. F. Addition, who had been East on a lecturing tour, has returned to her home at Mount Scott. For two months ahe spoke in behalf of the Consumers' League, and made an address at the Tri-City Congress of Labor, of Clinton, Lyons and Fulton, In.

The Multnomah Building Association, of the Woodmen of the World, which incorporated with a capital stock of \$7500, organized to erect a hall on its lot on the east side of East Sixth, between East Aider and East Washington streets, will shortly advertise for bids for erection of the building. The ground has been paid for, and stock has been largely sub-scribed. An attractive hall will be put up. The funeral of Mrs. Mary Van Scholck was held yesterday afternoon from the Montavilla Methodist Church, and was well attended. She died Tuesday at the me of her daughter, Mrs. C. C. Louck. 893 East Burnside street, at the age years. A husband survives her.

City Engineer Chase continues to send out deputies with notices to propertyowners to repair, or rebuild, their side walks all over the East Side. A close inspection is constantly made of the sidewalks, and where they are found in bad condition a notice is served on the owner of the abutting property. In this way the City Engineer is causing general

home was in Montavilla.

epairs to be made. Arrangements are being made for holding a general meeting of all sub-boards in Albina and on the Peninsula at High-land Hall some evening this month. Sec-retary Foster, of the Woodlawn board, has the matter in hand, and said yeaterday that he expected to have details the meeting completed as soon ag th other hoards have been heard from. How to secure better street-car service on the Peninsula will receive attention.

Wise Bros., dendsts, both 'phones. The

Modern Eloquence



A Library of Classic and Popular Lectures, After-Dinner Speeches, "Occassional" Addresses, Reminiscences, Repartee, Anecdote and Story @ @ @



AFTER-DINNER SPEECHES

Until the present collection was made, a single volume of the speeches Until the present collection was made, a single volume of the speeches of Hon. Chauncey M. Depew constituted the sole assemblage of after-dinner speeches available to the public. Partial and hapharind collections were indeed to be found, but only as part of the proceedings of associations or societies, and published in the form of records. Obviously there was a sap in the iterature of the world. In the preparation of the first three volumes of the present work, more than 3000 after-dinner speeches were examined, and only the best admitted. Those that are included represent a final sfring—"the survival of the fittest"—in a contest of wit, common sense and the power to entertain. As units, they represent, also, most diverse interests and points of view, while collectively they stand for the modern and besmopolitan world of affairs.

The eminent thinkers whose utterances are grouped under this department have for the major part so long occupied a prominent place in public esteem as to make specific introduction unnecessary. Of those contributors who are not so well known it may be said that their work speaks, and in no uncertain tone, for itself

CLASSIC AND POPULAR LECTURES

A good lenture develops gradually. In final form it frequently bears but scant resemblance to its carry self. As it is repeated, crude and obscure expressions are repeated by forceful and luminous ones. The logical connections are welded, and the whole assumes symmetry. The varied receptions of its component parts by namerous andhences wear away the corners, as a pebble is rounded in a running brook.

A lecture monopolizes for weaks or mouths the surface time and

A lecture monopolizes for weeks or months the author's time and thought. It is taken up recurrently with new and lengthened perspectives, and it comes to stand, as few literary productions do, for its creator. It is made the complete exponent and perfect expression of the man who utters it, yet the expression must be absolutely intelligible. That pardonable fault of obscurity in the author writing in his study for the edification of a select few, becomes the unpardonable six in the for the edification of a select few, becomes the unpardonable sin in the lecturer. If he cannot command an unwarped and unmistakable use of his mother tongue, he is speedily deprived of his profession.

"MODERN ELOQUENCE" is a triumph of the publisher's art, but mod erately priced. To properly present this colectic library, portfolios comprising table of contents, fine photogravures, chromatic plates, sample pages and other interesting material, have been prepared. One of these portfolios, with full particulars regarding bindings, Prices, terms, etc., will be mailed on receipt of annexed inquiry coupon containing name and address.

The library, in three styles of binding, is now on exhibition at om 200, Oregonian building, where it can be examined at leisure. What gift for Christmas could be more appropriate?

THE OREGONIAN PUBLISHING CO.

"OCCASIONAL" ADDRESSES

Under this heading are grouped miscellaneous addresses selected for the importance of the topics and the manner of treatment. The subjects cover the widest range, from science and letters to biography, sulogy and commemorative orations. The authors represented are renowned speakers, men whose authority to speak for their subjects is as unquestioned as is their power to speak with ability.

Distinctive as well as most interesting and instructive features of this department are eulogies of representative Americans. In most instances speakers, such men as Webster, Everett and Choate, have been the peers of the men of whom they have spoken. Such a fact lends to their words superlative value and a Wealth of fascination.

Of this entire collection it may be said that many of the addresses have never been published before in any form, and that the collection as a whole is absolutely fresh,

GENERAL INDEX

To the subject of an index the editors have given the close attention which such an important feature demands. They have prepared an analytical index with a special view to three things-simplicity, accuracy

It has been found that a number of indices relating to various parts of the same speech were confusing rather than helpful. For this reason attention has been concentrated upon one general index (with freson attention has been concentrated upon one general most with a quent sub-headings) which embodies in alphabetical order every name and subject contained in the entire work together with many leading topics that might be chosen for study. In this way it becomes an index and a concordance. Each general title, as "Art," "Science," or "Literature," will be found to include references to every after-dinner speech, address, lecture or anecdote bearing on that particular topic.

The value of this arrangement to students and prospective speakers must be obvious. They are enabled at a glance to obtain a cyclopedic grasp of the whole subject. Where further study along a certain line is desired, minute and exhaustive cross-references are available.

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THE OREGONIAN, PORTLAND. Gentlemen: Referring to your advertisement of Hon. Thomas B. Reed's library of Modern Eliquence, I will be pleased to receive (without charge) portfolio of sample pages, photogravures and chromatic plates; also full particulars regarding bindings, prices, etc.

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EXHIBITS

WOULD GREATLY ASSIST IN LEWIS AND CLARK EXPOSITION.

Many Industries Which Could Be Displayed and Form an Attraction to Easterners.

PORTLAND, Nov. 13 .- (To the Editor.) Now that all doubt concerning a 1905 Centennial has been removed and a celebration at that time is assured, the present would appear an opportune time to offer suggestions as to the most desirable manner of celebrating the event. That is should take the shape of an exhibition of products, particularly those produced in the Northwestern States and countries bordering on the Pacific Ocean s apparently the unanimous opinion of who have thus far expressed themselves. There are some, however, who believe that a sober, though substantial exhibit of this character would not attract sufficient patronage to insure the success of the enterprise, and I must, hough reluctantly, indorse this view of

I notice frequent references to the Buffalo Exposition, its gigantic proportions and financial failure, but nothing what-ever about the Glasgow Exhibition. I had the pleasure of visiting the latter this Summer, and was struck with admiration at the manner in which that great fair was being conducted. An almost entire absence of sideshows, fakers and their shave or a drink at the same price within the grounds as outside. No "Mid-way" or "German Village," but a magnin-cent agricultural, manufacturing and art exhibit, combined with excellent music. The Canadian commissioner, with whom I spent most of my time while there, assured me that the exhibition was success even if closed at that y). It will thus be seen that time (July). Buffalo with its endless-so-called-attractions, many of which were undestrable nuisances, proved a complete failure, while Glasgow with its substantial exhibits, only, proved a great success. The Glasgow management deserve public col gratulation for having rejected all offers of attractions that savored of fakery fraud or extortion, and I would comment their action in this respect to the consideration of the management of the Lewis and Clark Centennial. Assuming that the American people require more than a first-class exhibition to attract them to our celebration, what then are we to substitute for such chestnuts as have been going the rounds since the World's Fair of 1893?

The agricultural, manufacturing and art exhibit will receive attention from the railroad companies, agriculturists, manu-facturers and the Art Association; but who is going to invent attractions that will draw the people and at the same time do credit to the inventor, the City of Portland and the Northwest.

During the past year I visited almost every country in Asia, and from personal observations am convinced that there is material over there with which can made atractions of greater interest and a more inviting nature than anything hith erto attempted on this continent, sides being intensely interesting and edi-fying to all classes, (but more particularly the better element) these attractions might be the means of hastening the time when the Northwest and Portland as its chief seaport, will occupy the commercial position assigned to them by nature, and to which they have long been entitled. At prepent the Pacific Coast has direct steamship connection with but two countries in Asia, viz., Japan and China, yet, in tonnage more than three-quarters of our imports from that continent are shipped from the other countries with which we have no direct communication. This tonnage comes to America via, the Suez Canal-much of it going to London for transhipment to American ports; while sallers and steamers are constantly ar-riving here in ballast. This condition is largely accounted for by the fact that Pacific Coast merchants have in the past devoted their energies to the establishment of the estate in which are involved several American securities.

The estate is valued at \$1.728,375, and it is in detail divided among his heirs. In beyond to be exploited by Atlantic Coast and European merchants. Every cargo that passes through the Suez pays from \$500 to fig.000 for that privilege; yet with this handicap, together with the longer.

voyage and excessive heat, the goods con-tinue to come that way. Our steamship companies and merchants are to blame for these unnatural conditions. The former because they will not

extend their Western terminus beyond Hong Kong, and the latter because they do not extend their operations beyond that point. I think the steamship companies are unnecessarily timid. It is surely cheaper for them to continue their journey from 6 to 12 days to get a cargo than to return home for one which takes about 25 days, besides the local business they could pick up over there would amount to considerable. However, it seems that encouragement is required, and I believe this proposed celebration can successfully be made the principal medium through which this encouragement may be offered. The inhabitants of this continent know very little of the inhabitants of Asia excepting those of China and Japan and many are vastly ignorant even of these countries. How many are aware of the method How many are aware of the method employed by the Siamere (with elephants) in logging teak wood? How the Dyak of Borneo prepare rattans for the manufacture of our chairs? How the natives of Celebes prepare the myriads of shells for our markets? How the natives of New Guinea extract the sago from the sago paim and market the birds of paradise at Makasser? How nutmegs and mace are produced and marketed on the little Island of Banda? How cloves are cultivated and marketed on the Island of Amboyna? How the Chinese have made the tin industry near Panang, in the Malay States the greatest in the world? How the Malays of the interior of Sumaira are at the present lime resisting the angroans. at the present time resisting the encroach-ments of the Dubah and clinging to their Rajahs and Sultans? How these various nations or tribes dress or do not dress, and how they live and amuse themselves? These countries contain copious supplies of raw materials that should be brought Meiont quantities to enable natives the Lewis and Clark Centennial the countries of which the materials are indigenous to prepare them for the ma-chine or make them by hand—as the case may be-into such articles as are useful

here. It could then be seen how these busy peoples make their living; what we purchase from them and in what condition they turn their products over to us and what is their source of amusement. For this purpose the Centennial Company should act as a business firm, and if judicious in purchasing the materials for the execution of this work and with which to make the demonstrations, such atractions as above mentioned need not cost nearly as much as others less interesting and useful and from which no permanent-if temporary benefits could pos-sibly be derived.

The adoption of some such idea would not only prove an industrial revelation and result in the introduction of desirable ndustries in the Northwest, but would afford novelties in the display of nature life, habits, amusements, etc., as they exist in the most distant and uncivilized portions of the world. This feature of the celebration could be conducted on a scale in keeping with fi-

nances. As many different races and products could be introduced as finance would admit. We may reasonably expect the Governments of Japan, China, the Philippines and perhaps Siberia to make credible exhibits of their own accord, but the countries or colonies above referred to are not likely to participate to any con siderable extent without being personally visited and assisted.

Sued by a Dressmaker.

L A. YEREX.

PARIS, Nov. 12.—Next Saturday has been fixed for the hearing of the charge against the American woman giving her name as Falconer, and describing herself as the wife of a wealthy Florida planter, who was arrested Saturday last at Cherbourg as the American liner St. Paul was about sailing, owing to her at-tempt to leave France with baggage which had been legally attached in an action brought by a well-known Paris dress-maker, to recover for dresses purchased by her-

Duke's Strange Wish.

NEW YORK, Nov. 12 .- According to the World's Philadelphia correspondent a copy of the will of George Charles, Duke of of the will of George Charles, Duke of Marlborough, has been filed at Philadel-phia, with Register of Wills Singer, for

may be convenient, in which other members of my own generation may be equal-ly able with myself to find a resting place."

The Duke died in London on November 4, 1892. He was the father of the present Duke, who married Miss Consuelo Vanderbilt, of New York. Miss Wackerman Insane. LONDON, Nov. 13.—Miss Vanderbilt Wackerman, of New York, who came into prominence last Winter by threatening

Hubert Herkelmer, the artist, with a suit for damages because he refused to allow her to complete sittings for a painting of her which be had begun, was taken to St. Giles' Infirmary today as a wandering lunatic. She will probably be examined tomorrow. AT THE HOTELS. THE PORTLAND.

THE PERKINS.

A E McGorman, Ante-B Bleeinger, Phila lope Wm Haferkorn, Ever-

A E McGorman, Anteloge
loge
J W Marquis, Dalles
Mrs Marguis, Dalles
Mrs Haferkorn, Seattle
Mrs Walker, Lacons
Mrs Walker, Monager, Cal
Mrs Haferkorn, Seattle
Mrs Walker, Schulter, Mrs Walker, Monager, Mrs Walker, Monager, Mrs Walker, Mrs Walk

THE IMPERIAL. C. W. Knowles, Manager,

C. W. Knowles, Manager.

J D Holounb, city
G Metoalf, city
J J Flynn, Dalles
Robt Frederick, Jr.
Dawson
L Macleay, San Fran
F J Parker, Walla W
B L Haywood, S F
L S Thomas, E F
Geo W Ugel, Dawson
W O Donalson, Hillsboro
C A Johns, Baker City
W W Stelwer, Fossil
Samuel White, Hak Cy
O B Hess, Tacoma
Mrs Hess, Tacoma
Mrs Hess, Tacoma
Mrs Hess, Tacoma
Mrs Wan Dusen, do
John L Kearney, do
John Kille Coweney,
Seattle
THE ST. CHARLES.

THE ST. CHARLES. Wm E Young, Kalama John Hull, Grants
C S Wilton, Holbrook L Talbot, La Camas
J Johnson & w.Vancey John Nevin, Cape Hrn
Chas Burke, Cautie REW G Rhude, Gray's R
C & Chamberlin, & G
W H Baily, Scapposes Thos Pennie, Dallea
N Nackley, Cathlamet E M Cook, Dalles
Chas Logan, Philemth O H Brown, Dalles
G Wilting, Napa
M Campbell, Deep Pilv
J J Bachmann, Mist
T J McCarty, N Y
V Durant, San Fr
Royal Italian Hand
Dan Savage, Willamina
E D Sittem. do H Stone & wf. Wasso

E D Sittem.

Wm Nevin, Cape Horn It Taibot, Kaiama
Peter Wortlin, Tacoma J Munson, Astoria
Mias Nettle Carlson,
Ilwaco
H G Whiting, Napa
H G Whiting, Napa
H G Daneil, San Fran
M R Moran, Derby, Vi John Kauffman, EuW S Moran, do
O C Elsechart & wife, J A Thornton, Rosebra
San Diego, Cal
S Rosano, Italy
W H Holson, Stayton
O C Ocerman, Stayton
O C Ocerman, Stayton
O C Conger, Lebanon
J R Osborn, Vancouver A H Gattle, Roseburg

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Tacoma Hotel, Tacoma. American plan. Rates, 33 and up. Donnelly Hotel, Tacoma.

GANGER

Sufferers from this horrible malady nearly always inherit it - not necessarily from the parents, but may be from some remote ancestor, for Cancer often runs through several generations. This deadly poison may lay dormant in the blood for years, or until you reach middle life, then the first little sore or ulcer makes its appearance-or a swollen gland in the breast, or some other part of the body, gives the first warning.

To cure Cancer thoroughly and perma nently all the poisonous virus must be eliminated from the blood—every vestage of it driven out. This S. S. S. does, and is the only medicine that can reach deepsented, obstinate blood troubles like this. When all the poison has been forced out of the system the Cancer heals, and the disease never returns. Cancer begins often in a small way, as the

following letter from Mrs. Shirer sh A smell pimple came on my jaw about an inch below the ear on the left side of my face. It gays

nie no pain or inconven-eince, and I should have forgotten about it had it not began to inflame and itch; it would bleed a

not began to inflame and itch; it would bleed a little, then scab over, but would not heal. This continued for some time, when my jaw began to swell, becoming very painful. The Cancer began to eat and spread, until it was as large as a haif dollar, when I heard of S. S. S. and determined to give it a fair trial, and it was temarkable what a wonderful effect it had from the very beginning the sore began to heal and after taking a few bottles disappeared entirely. This was two years ago; there are still no signs of the Cancer, and my general health continues good.—Mas. R. Sanana, La Plais, Mo.

Solomore, and the greatest of all blood purifiers, and the only one guaranteed purely vegetable. Send for our free book on Cancer, containing valuable and interest. Cancer, containing valuable and interesting information about this disease, and write our physicians about your case. We make no charge for medical advice, THE SWIFT SPECIFIC CO., ATLANTA, GA.



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The Prostate Gland (so-called neck of bladder) is a structure very rich in nerves. When the terminations of these nerves are kept in a constant state of excitement by chronic inflammatory processes, it appears very clear that by transmission of this irritation to other nerves the patient may be subject to nervous phenomens of the most varied character. Prematureness, etc., are not weaknesses, but symptoms of this inflammation. We have prepared a colored chart, which we will send free on application, by which any one interested can readily understand why, if he has been trasted for a weakness, he has not been cured. We particularly solicit this class of cases, and can promise a speedy cure without stomach drugging.

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