price and resell at mine, and still have

New York, and there openly stated on

Coffee and Sugar.

NEW YORK, Dec. 7.—Sugar, raw, steady; fair refining, 3%c; centrifugal, 96

test, 3%c; molasses sugar, 3c; refined, steady. Coffee futures closed and steady to

points lower. Total sales were 12,500 bags, including January, \$6 55@5 60; March, \$6 75@6 80; July, \$7 10.

SOME NEEDED IMPROVEMENT

British Shipmaster Points Out Some

Defects at Mouth of Columbia.

SHIP RIVERSDALE, PORTLAND, Dec.

6.—(To the Editor.)—Having been 14 days off the entrance of the Columbia River,

waiting for an opportunity to enter, I have had ample time to consider if it is

possible to improve on the present condi-

tions, and I take the liberty of addressing you, in the hope that something may be

done to mitigate the danger to ships using

and there is no difficulty in locating the

port, but the channel over the bar is quite

blind at night and cannot be entered safe-

I would suggest that a light-ship be moored in the channel by Sand Island, on

a bearing which would lead over the but

into safety. Vessels could then enter at night when the bar is smooth. Signal

lights could be exhibited from the light-

I would also suggest that inward-bound

ships should have precedence of outward-

bound, the latter being in safety and the former being on a dangerous seashore,

with the southwest and westerly winds

I was within a mile of the whistling buoy on the 25th of November, two hours be-

fore high water, the two tugs were out

attending, and, taking the pilots off the outward-bound ships, they paid no at-tention to us, and I had to stand off and

encounter the heavy gales of last week,

I think this is discreditable to such a

place as Portland, and it tends to in-crease rather than diminish the natural difficulties of the port. The towage facil-ities are quite inadequate to the require-

ments of the port. Quite a number of vessels were off the bar on December 2,

amongst the number the unlucky Neison

which was close to the bar at 2 P. M. Only two vessels, the Riversdale and the

Olivia, were towed in. Was this a fair

day's work for two tugs? Where was the

been put on board the Nelson she could have been sailed in.
I trust that you will take up this ques-

tion in the interest of the port and the many ships that use it, and this is my

apology for troubling you, I am yours very respectfully, ALLAN PORTER, Master of the Riversdale,

Steamer Durango Disabled.

ST. JOHNS, N. F., Dec. 7.—The British steamer Durango, Captain Anderson, which

sailed from Baltimore November 50 via

Hampton Roads December 1, for Rotter-

dam, with a general cargo, arrived here

today with her machinery disabled, owing

to having encountered the terrible storms

which have been raging on the Atlantic

There was a slight fire last night at O. L. Hardahl's house, 891 East Ninth street,

during the last few days,

not be made at this time

due to a defective flue,

and only fetched back on the 2d of De-

ship if the bar is considered unsafe.

coast is well marked by good lights,

omething left."

this port.

ly after dark,

OVER A MILLION BUSHELS

PORTLAND WHEAT EXPORTERS RREAK ALL PREVIOUS RECORDS.

Ten Cargoes Shipped in Week Ending Yesterday-Bark Ernest Reyer Uninjured and Resting Easy.

Portland exporters shipped over 1,000,000 bushels of wheat in the first six business days of the month. This is a record that as never been touched by any port north of San Francisco, the nearest approach being in November, 1897, when some of the fleet "bunched," and something over speco bushels were shipped in a single week. This enormous amount of wheat was handled in the ordinary course of business, without any special effort being made, five exporters being represented in the fleet of 10 ships which carried the cereal. The last three of the vessels to finish had all of their cargoes aboard on Friday night, but the cargoes were not cleared until yesterday. Of these three Sirene was dispatched by Kerr, Gifford & Co., with 79,911 bushels of wheat, alued at \$49,545; the Francois Coppet by A. Herg, with 109,000 bushels of wheat, valued at \$55,417, and the Grande Duches Oign, by Balfour, Guthrie & Co., with 188,553 bushels, valued at \$51,112. The cargoes for the week and their value were

Tiger Prinsesse Marie* Prinsesse Marie* Travancore Louis Pasteur Du Guesclin Belen Latimer Sirene Grande Duchesse Oiga. Francots Coppee	109,552 119,529 93,639 76,878 111,291 98,586 79,911 101,863	\$ 90,850 64,000 72,000 56,190 45,826 67,000 59,162 49,545 61,112 65,417
Total	1.050,663	\$631,792

*Flour reduced to wheat measure

The Tiger and Francois Coppee wer dispatched by A. Berg, the Prinsesse Marie and the Travancore by the Portland Flouring Mills Company, the Louis Pas-teur and the Strene by Kerr, Gifford & Co. nd the Du Guesclin, Latimer and Grande Duchesse Olga by Balfour, Guthrie & Co., and the Belen by the Northwest Warehouse Company. The departure of these ships leaves only about a dozen in the river to finish, but a couple of big steamers are near enough to hand to figure in the December exports.

NOT A TOTAL WRECK.

French Bark Ernest Reyer Is Resting Ensy Near Quiniault River.

The French bark Ernest Reyer is not the total wreck which she appeared to be in the imagination of the Aberdeen correspondent, who happened to have the first opportunity to send out a story regarding the disaster. First Officer E. Rochon, of the stranded vessel, arrived in Portland yesterday morning, and reported to the agents of the craft, Messrs laylor, Young & Co., that she was resting easy and comparatively uninjured, with all of her masts standing, and the apparently sound. The stern of the ves-sel is in the Quiniault River, a stream about three feet of water at low tide, and something over 12 feet at high tide. Her bow is on the bank of the stream, pointing seaward, and at high

water the stern is affoat.

The vessel was carried in by a very high tide, and passed safely over a ledge of rocks into the protected berth where she is now lying. Mr. Henry Hewitt, local agent for the underwriters, has the matter in hand, and a personal investiga-tion will be made to ascertain the possibility of taking the craft back to sea The vessel can be lightened conthe beach where she is resting out to shipments, even though transferred to deep water, it is uncertain whether a them from American ships at Asiatic intimation was given that it was const channel deep enough to release her can ports, in we dredged out. The first officer's story of the disaster is as follows:

We came up to the mouth of the river Tuesday evening, and the weather was comparatively fair. Shortly after making the light, the barometer began to fall, and a terrific gale arose, Raindrops start for th almost as large as one's fist fell, and it News to be soon became so dark we could hardly see each other when standing 10 feet apart. We tried to pull off from the shore, met with no success. The gale was furi-ous, and a heavy current setting to the northward caught us. We were driven along at a terrific rate, and the wind fairly howled through the rigging. About 2 o'clock Wednesday morning the moon broke through a rift in the clouds and we caught a glimpse of the shore. It was then too late to do anything, and about 2 o'clock the same morning we struck heavily on the beach. Three of the men were washed from the deck, but were providentially washed back aboard when the wave which had washed them off re-ceded from the beach. We finally man-aged to get off the ship and on to the beach. The vessel was lying within 100 feet of the Indian Agent's residence, with her stern in the river, with about 19 feet of water under it, and her bow was pointed out to sea and rested on a small eand spit. We were cared for by the Indian Agent, who made us some hot cof-

"About three miles from where the ship now lies is a reef, and the first question asked by the agent was how we had managed to get inside it. We were unable to account for it, but I presume a huge sen, catching us while we were near it, lifted us bodily over it, and into the water on the other side. We had seen no reef and were unaware there was one there. When daylight broke and the reef was shown us we were surprised, as it could be plainly seen from where we stood on the shore. We received a terrible amount of buffeting from the seas, many of which washed completely over the ship, but as she is a new steel ship, built at Nantes last year, she escaped without much dam-

"The beach upon which the Reyer is stranded is a mixture of sand and gravel, and is firm, so there is little danger of the ship sinking into it. All her masts are standing. By discharging some of the ballast, of which there is about 1500 tons, and lowering the yards, and topmasts, the stern will float, and it should be no difficult matter to get her into the deep water of a little lake, made by a bend in the river. The bar, however, is a long one, and it is hard to say what can be done after the vessel reaches the lake until an examination can be made and soundings taken. The vessel is in little danger of being pounded to pieces, as has been reported, even if a gale as furious as the one which threw her on the shore should arise, which is not likely. I am of the opinion that she will get off and once more see her native country."

ANOTHER STEAMSHIP DEAL.

Probable Arrangement With the

Hamburg-American Line. NEW YORK, Dec. 7.—Emil L. Boas, local agent of the Hamburg-American Steamship line, is in Germany conferring with the high officials of the company line in conjunction with an American railrond, says the Tribune. Mr. Boas went abroad a few weeks ago, and it was then said that American capitalists, through "dummles" in Vienna, were seekling to get control of the German steamship company and that Mr. Boas had been hurriedly called to the main office at Hamburg to explain, if possible, what the combination of the ocean strain of the ocean bark liverna, from Santa Rosalia; steamer Santa Ana, from San Francisco. New York, Dec. 7.—Salled—Minneapolia, for London; Aller, for Genoa, etc.; Umbria, for Liverpool; Pelatia, for Hamburg; Potsdam, for Rotterdam, via Boulogne. San Francisco, Dec. 7.—Arrived—Steamer Geo. W. Elder, from Portland; steamer Asuncion, from Tacoma; schooner Melancian from Santa Rosalia; the combination of the Atlantic Trans-port and Leyland lines really meant. It is said in shipping circles that it from Coquille River. Sailed-Steamer W. would be impossible for Americans to H. Kruger, for Tiliamook; steamer Czar-recure control of the Hamburg-American ina, for Scattle; steamer Umstilla, for

American Company plans and arrange-ments for a deal with the Atchison, To-

nounced some time ago that negotiations were in progress looking to the estab-lishment by the Hamburg-American Steamship Company of a line on the Pa cific to be operated in connection with the Atchison Railroad, but these negotiations yielded no results. The report now is that the Pennsylvania Railroad, which has close relations with the International Navigation Company, operating the American and Red Star Steamship Com-panies, is to be associated with the Atchison in any arrangement which may

UNDERWRITERS ALARMED. Offering Reinsurance on Vessels

That Are Hardly Due. SAN FRANCISCO, Dec. 7 .- Four British ships have been added to the overdue list at the Merchants' Exchange. They were the Milverton, 56 days out from Anto-fagasta, for Tacoma, quoted at 10 per cent; the Reinfield, out 56 days from Pis-agua, for Portland, 15 per cent; the Pinmore, out 29 days from Santa Rosalia for Portland, 15 per cent; and the William Mitchell, 138 days out from Cape Town for Portland, 15 per cent. The other two overdues, the Norwegian bark Prince Albert, and the Norwegian ship Anglia, are atill at 50 and 65 per cent respectively. With the exception of the William

Mitchell, which has been off the mouth of the river about three weeks, there seems to be no occasion for reinsurance of the Portland-bound vessels. The Pinmore is not yet out the average length of time consumed by vessels in coming from Santa Rosalia, and the Reinfield is not overdue from Pisagua. The alarm has undoubtedly been caused by the gale which gave the Nelson such a tussic. Underwriters have undoubtedly figured that the vessels mentioned were in the vicinity of the gale, and may have been hurt.

A DESERTED VESSEL.

Collier Passed a Large Vessel in Dis tress Off Cape Flattery.

VICTORIA, B. C., Dec. &-A special rom Nanaimo says: The collier Maria arrived here this morn ing from Los Angeles. Early yesterday morning, about eight miles south of Cape Fiattery, she passed a large vessel in distress. The vessel passed was a four-masted steel one, and was badly listed at an angle of about 45 degrees as though the ballast had shifted. The vessel was at anchor to prevent her running on a reef. Apparently all on board had de-serted her. The Maria was light in bal-last, and unable to afford assistance, her propeller being nearly half out of the water. A coast schooner came in sight about that time, which, Captain Czerlieh, of the Maria, thinks may have given help. This possibly refers to the French ship Ernest Reyer, which was previously re-

ported ashore.

The steamer Glenogie is loading 760 tons of salt salmon at the outer docks for Japan. Another big shipment will go out on the Glenshield on Monday. Already several thousand tons of salt salmon has been shipped from Victoria to Japan this season. Formerly, this commodity secured by the Japanese in Russia.

AMERICAN LINE TO MANILA.

Recent Decision of the Supreme Court May Start It.

SAN FRANCISCO, Dec. 7 .- The Cham ber of Commerce of this city has appointed a committee to consider ways and means for encouraging a direct American line of steamers to the Philippines. The Treasury Department has ruled that by the recent Philippine decision of the Su-preme Court, shipments may not be made to the islands in foreign bottoms, as it would be in violation of the statute providing that coastwise trade must be carried on in vessels of United States register, under penalty of forfeiture of the shipment. The Toyo Kisen Kaisha and Occidental & Oriental Steamship lines are iderable, but as it is quite a distance from thus debarred from handling Philippine without the attendance of the most prom-

tween the Philippines, Hewali and San Francisco. Captain W. B. Seabury wai start for the East next week for Newport News to bring out the first of the line, ne steamer Korea, of 10,000 to

It Is Surmised That It Belonged to

the Rulph J. Long. VANCOUVER, B.C., Dec. 7.—The steamer New England, of the halibut fishing fleet, arrived this evening from the north-ern fishing grounds. Her fishermen report having seen a large quantity of wreckage near Banks Island, which lies on the eastern side of Hecate Strait. The wreckage consisted of parts of a small schoon er, and while there are no identifying marks visible, it is surmised that it may have belonged to the Ralph J. Long. which left Unalaska six weeks ago for

Astoria Marine Notes.

ASTORIA, Dec. 7 .- The German ship Susanna, which arrived in port last evening, was in charge of Captain Archie Cann, the bar pliot. He reports that during the blow on Wednesday night her ballast shifted, giving her a list of two streaks, She was, however, in no danger at any

George R. Plummer, of San Francisco, the owner of the American bark Harry Morse, was in Astoria yesterday, and completed the contract for the chartering of his vessel to the Alaska Fishermen's Packing Company, for use at its Bristol Bay (Alaska) cannery next season.

Domestic and Foreign Ports.

ASTORIA, Dec. 7.—Arrived down at 10 A. M., French bark Louis Pasteur; arrived down at 10:40 A. M., British ship Latimer. Left up at 11:40 A. M., British ship Torridon; reported outside at 4:30 P. M., German ship Tarpenbek, with pilot on board. Condition of the bar at 4:30 P. M., rough; south gale; weather, rainy. Majta, Dec. 7.—Passed—Hyson, from Ta-

oms, for London. St. Vincent, Dec. 7.—Arrived-Flintshire, from San Francisco, Coronel, etc., for Antwerp, Dec. 6 .- Arrived-Belgian King,

from San Francisco, Coronel, etc. Sailed-December 7, Vaderland, for New York, Yokohama, Dec. 7.—Arrived previously-Hong Kong Maru, from San Francisco, for Hong Kong; Idsumi Maru, from Scattle, for Hong Kong.

ol. Dec. 7.-Arrived-Campanta York. Hamburg, Dec. 5 .- Sailed - Hermonthis,

for San Francisco, Havre, Dec. 7.—Sailed—La Bretagne, for New York.
Dover, Dec. 7.—Passed—Annubis, from

San Francisco, Valparaiso, etc., for Hamburg. New York, Dec. 7.—Arrived—Columbia, New York, Dec. 7.—Arrived—Columbia,

from Naples; St. Faul, from Southampton; Lucania, from Liverpool.
Tacoma, Wash, Dec. 7.—Sailed—Steamship Glenogie, for the Orient. Arrived—British bark Iverna, from Santa Rosalia; tennial, from Seattle; schooner Spokane

line, the capitalization of which is about \$\text{Victoria.}\$ Seattle, Dec. 7.—Sailed—Steamer Santa \$\text{Se0.000,000.}\$ and that Mr. Boas mission abroad was to lay before the Hamburg-abroad was to lay before the Hamburg-for Tacoma. Arrived—Steamer Chico, for Tacoma. from Fortland; U. S. S. Grant, from Port peka & Santa Fe Railroad. It was an- Townsend.

TRADERS RUSHED TO SELL

VIOLENT DECLINE TOOK PLACE IN

Public Interest Was Drawn Away From the Market Last Week by Wheat Speculation,

NEW YORK, Dec. 7. - Speculators rushed to sell today, and precipitated a violent decline, which carried prices below last Saturday's level. Amalgamated cop-per led the van, with Manhattan a close second. The copper stock touched 64%, s loss from last night of 5%. The scramble to cover among the shorts reduced the net loss to 3½. In Manhattan the ex-treme decline was 1½, and the net loss only 1½. only 14. The stock touched 136 several

times in its erratic fluctuations. On the first break in the market many railroad stocks and steel stocks were little affected, and they resisted the de-cline stoutly. On the second break, after the appearance of the bank statement, the weakness became general at declines of 1 to 3 points. New York Central, Rock Island, St. Paul, Northwestern, Great Northern and General Electric were especially weak. The bank statement was even weaker than expected. The loss in cash reserves reached over \$7,000,000, and an ex-pansion of \$5,000,000 in the loans stretched the legal reserve requirement so that th surplus was cut in half and brought to \$7,000,000. Heavy losses in Amaigamated Copper necessitated a sacrifice in other cks. It was manifest that recent pool support in various stocks had been withdrawn, the insiders having presumably taken their profits on the week's rise. The transfer of funds for speculation to the grain and cotton markets impinges on the supply available for the stock market. Liquidation for account of an important firm, about to retire, is believed to figure largely in the selling. The act weakness of American Tin Can stocks the curb was an incident of the day's market. The closing was feverish but slightly better than the worst.

Review of the Week

There have been periods of general strength in the stock market this week. and points of continued strength, but the spirit of doubt has been sufficiently obvious. The operations were by professionals, sometimes combined into strong pools, and by banking interests and large capt talists. The commission-houses report that there is no evidence that the general public, which makes the really good periods of speculation, has taken any interest in the market. This is accounted for in part, no doubt, by the large diversion of inter est to the cereal markets, in which a ram-pant speculation has raged during the week.

The President's message was a favorable influence in the stock market, espec fally as the bears had sold the market in tude on the part of the chief magistrate against the great combinations of capital. The buying of the bears to cover after the contents of the message becam known argued that the document did not meet their expectations in that regard The list of stocks which advanced during the week is rather conspicuous, neverthe-less, by the absence of those concerned directly or indirectly, in the formation of the Northern Securities Company, and of such stocks as the United States Steel Corporation and Amagamates
The copper security has had its own spediscussion of the progress making in the plan involved in the formation of the Northern Securities Company has been without any further information on the subject from those concerned. The meeting of Western railroad presidents, called to discuss the new conditions and to fur-ther the community of interests, was inent of the executives expected, and the it is authoritatively reported that the Pacific Mail Steamship Company will start a new line of steamship Company will due to a purpose to avoid questions poss;-ble to arise out of the anti-merger laws of the Northwestern states.

The Money Outlook.

It is feared, also, that the money outlook to the end of the year is not altogether clear, owing to the international situation. Less gold went out than was expected, but further requirements are to be met apparently. Conditions are more improved in Germany, and the Berlin money market has been easy, but the year-end requirements there are very many. Money scarcity is expected in London to the end of the year. Paris has re-newed the buying of discounts in London, but money rates have advanced again at Paris, and sterling exchange at Paris has declined. The prospect of further gold exports from New York is not viewed with equanimity by speculators, especially on account of the continued depletion of the bank reserves here on domestic ac-

Against these factors is the indubitable fact that business and industries are still on the upward trend. Bank clearings for November were in excess of any previous November in the country's history, and it is notable that the ratio of increase is largest outside the great speculative cen-ters. Railroad earnings continue to show increases over those of last year, though in a somewhat diminishing ratio. The earlier fears of wide inroads upon rall-road earnings on account of the shortage in the corn crop are giving way to a con-viction that the general merchandise movement is more than sufficient to off-set this, as it did in the case of the wheat shortage last year in the Northwest. Complaints of insufficient car supply to car-ry the freight offered come from all parts of the country, and railroads are increasing their supply of equipment and making improvements to increase their carrying capacity. There is apparent confidence in the continuation of demands on their reserves. The present activity of the iron trade and the demand for future requirements continue to break all records. General trade in all lines is reported active

and prosperous. The contrast with the commercial and industrial depression reported in foreign countries is striking. Increasing attention is given to the course of our foreign trade which reflects the depression abroad. The question is asked whether this condition of the outside world can fail to find an ul-timate reflection upon our own conditions. Our iron and steel exports have fallen off \$22,000,000, or 21.5 per cent, in ten months of 1901, compared with the corresponding period of 1900. In copper the decrease has been \$23,000,000 also, but the percentage is 45.5. It is claimed that the domestic requirements of iron and steel are so large that none can be spared for export, The upset caused in the copper trade by

the decline in the export demand is, however, very obvious, notwithstanding the confusion and obscurity of the present condition in that trade. The decrease in exports is most marked in the two com-modities named, but the declining tendency of foreign trade is clear. It is a patent fact that while enormous progress has been made in the wide distribution of capitalization of financial combinations, some of the most important part of it is still in the hands of the syndicates and

capitalists who projected it.

There has been a good demand for rallroad bonds this week, mostly of the speculative and semi-speculative class. The
United States refunding 2s advanced %,
and the three regular, % per cent, over
the close of last week. the close of last week. Total sales of bonds, \$2,978,000.

Lawson Is Not Bankrupt. BOSTON, Dec. 7.-At the close of the stock market today, Thomas W. Lawson issued a statement to the effect that he had not assigned and had no intention of doing so. In regard to rumors that he had failed, he said, when questioned:
"I have not assigned and do not intend I have no reason to, now or at any

and losing it in chunks, but I have it to THE BANNER WEEK OF ALL lose, and when I get through will have enough left to buy at their (his opponents)

Mr. Lawson denied the report that he ORDERS FOR MODERN ELOQUENCE had made an assignment, as being an invention of the Boston exchange sent to Chloago, and industriously sent back to COMING IN FAST.

> A Most Available and Valuable Present for the Holidays-No Home

> Should Be Without It.

The Oregonian received during the past week a greater number of orders for "Modern Eloquence" than have been recorded during any single week since the first offer of this valuable educational set was offered to the people of this field some two months ago. Seattle sent The Oregonian orders for five sets of these books in one day last week. The books are being ordered at this time principally as Christmas presents for friends in the "Modern Elo home field and abroad. quence" belongs to the standard literature of the day, and as an educational work of great value, or as an adornment to private or public library, its merits commend the set to the best recognition of representative people every

While this is one of the most expensive

publications ever put out by any house in the United States, yet through favorable arrangements with the publishers The Oregonian is now able to offer the places it within the reach of every family of moderate means in the Pacific North-The price at which The Oregonian offers the set is not only low, but the terms of payments are exceedingly easy; so easy that any family in moderate circumstances can keep up the monthly payments at the expense of a little econ that will not make any appreciable roads into the family finances. The following letter received during the past week from W. J. Plymale, a prominent resident of Jacksonville, in Southern Ore gon, will show just how the people of the field outside of Portland who have enjoyed the opportunity of examining "Modern Eloquence" feel about the real intrinsic merits of this publication; Jacksonville, Or., Dec. 4.—(Editor Oregonian.)—No mere words can ade-quately describe "Modern Eloquence," or do it but partial justice. Aside from its contents, which represent the talent, statesmanship and genius of the most brilliant English-speaking people of the past century, it is a work of art of which any publishing house might feel proud. That the books, by reason of their in-trinsic value, will meet with phenomenal success need not for a moment be doubted. They are unlike any other set of books in scope and literary merit, and no library hereafter can be considered com-plete without them. They constitute the most admirable compendium of wit, wisdom, and oratory ever published, and will be regarded by men of letters as textbooks of the choicest gems of English and American thought. The work is an imperishable monument to the fervent and eloquent words of the greatest minds of the past and present and eloquent words of the greatest minds of the past and present century. Here are gems gleaned from every field of research, eloquence that has charmed the civilized world, oratory that thrilled and delighted the greatest deliberative bodies, and thoughts and conclusions that inspired to nobler deeds and grander achievements. The publication is of that peculiar character that it will appeal with irresistible force to the best literary talent of the age W. J. PLYMALE.

the actuaries have, after seven years' labor, completed a table based on the death rates between 1863 and 1893. The dif-

The Average of Human Life. Steamer Columbia Disabled. World's Work. The lengthening of the average of hu-man life in the United States (and in England too) must ultimately reduce the The steamer Columbia did not get away to San Francisco last night as scheduled, The delay was due to repairs which are being made to her machinery. These will rate of life insurance; for under the more favorable conditions of recent decades men have become better "risks" than men not be completed before Thursday evening, when it is expected that the steam-er will sail. A definite announcement canof half a century ago were. The mortality tables which the insurance compan-ies in England have used were calcu-Small Fire on East Side. lated from death reports prior to 1809; but

ference is that the "average man" of the insurance calculations at 25 years of age has by the new table an "expectation" of life one and one-third years longer than by the old table; the average man of 30 two years longer: the average man of 50 nearly and a haif years longer. The Ac tuarial Society of America will set about the preparation of a new table based on American death rates during a later pe-

riod than the table now, in use, But if the insurance companies are charging us for living longer than our fathers lived, we get the better of them, by the grace of this same old mortality table, when we take annuity policies; for we live to receive annuities longer than

they calculated.

There is this additional consolation for the future: since life insurance is nothing less than a tax on us because of the sins of our fathers, for the benefit of our children, the necessity for it will wholly disappear in that generation whose fathers did no sin against health, and whose "average" of life is based on an expectacompanionship with one's greatgrandchildren.

Altogether Incompatible,

New York Times. Chairman Payne, of the ways and means committee, holds that the rates of duty levied under the Dingley tariff must not be reduced, and he sees no virtue in the reciprocity policy so earnestly advocated by President McKinley. But the esti-mated Federal surplus, he says, "will be subject to reduction by reason of the increased appropriations for river and har-bor improvements, for the building of the Nicaragua Canal, and also to pro vide for the ship subsidy bill in case it

What, a Hanna bounty on ships and Dingley embargo on foreign trade! Shall we use the public funds to encourage the building of ships, and then forbid, under heavy penalties, the commercial trans-actions in which alone they could find profitable employment?

the stirrups. The pony became frightened and started to run; Bill Nodway, who was near by, made a great lasso throw, caught the pony and saved Chouteau's life. Chouteau had been warned not to ride, as he was subject to terrible attacks of epileney since infancy—the attacks coming semetimes three or four times a week. Chouteau about this time began taking Dr. Fred E. Grant's cure for Epilepsy, and, to quote his own words, "I have never had an attack since. As this occurred in 96, he is beyond a doubt permanently cured. Dr. Fred E. Grant spoken of in the above is a renowned physician, who has made a life study of the cause and cure of Epilepsy or Fits. He has prepared a remedy, which is a purely vegetable compound, and he emphatically states that this preparation will permanently and positively cure fits in all its forms, no matter from what cause. He wishes to convince everyone that his statement is a fact, he therefore asks every person in the United States suffering with Epilepsy or Fits to send their name and address to Dr. Fred E. Grant, \$22 New Ridge Building, Kansas City, Mo., and receive absolutely free a large bottle of this wonderful remody. Remember, it is not a sample bottle, but a large full id-ounce bottle, and it costs you nothing. From the marvelous cures that have been made it can be postively stated that every case will be permatively stated that every case will be perma-The American people will not let you do that Mr. Payne. They are not such utter fools as you take them to be.

The Coins of Alexander. Charles Pryer, in the American Numismatist and Archaeological Society Reports. moneys of this illustrious conqueror The moneys of this illustrious conqueror were struck in such vast quantities, both in Europe and Asia, that even to this day genuine pieces owing their origin to his mints can be procured without trouble for a few shillings. The usual obverse, if we may be al-

lowed to use the word "usual" where so many varieties exist, on the tetradrachm of Alexvarieties exist, on the tetradrachm of Alex-ander is the supposed portrait of the sovereign to right, in the character of Hercules, the lion skin thrown on the back of the head with the jaws extended. The reverse is a figure of Jupiter, and the inscription, "Alexandron of Alexander," in Greek characters. On some of his Asiatic coins of the same device the in-scription is in Phoenician characters. The highest perfection in execution and design from an artistic standpoint was reached cline was not marked until the Roman invasion

In Greece about the year 400 B. C., but it

was somewhat later in Macedonia, and may be said to have been at its best from the close of the reign of Philip to about 40 years after the death of his son Alexander, though the death of his son Alexander (Alexander and Alexander and Al

AWFUL RESULTS OF

A Remarkable Discovery Has Been

Made Whereby Those Afficted

With Epilepsy or Fils Can

Be Permanently Cured.

FREE, A FULL 16-OUNCE BOTTLE

Many disastrous and fatal accidents have

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JOHN CHOUTEAU

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