

# TALK OF THE TOWN!

THE great rush of people to take advantage of our extraordinary offers in uncalled for suits and overcoats has been marvelous from the very beginning. The popularity of these suits has become so great that we have been compelled to open correspondence with over one hundred of the largest Tailoring concerns throughout the country in order to get these suits fast enough to supply the enormous demand. These are not misfits, but suits made to order on which deposits have been paid and which for unknown reasons remained uncalled for. Such things happen to every Tailoring establishment. It is by advertising and making a feature of selling these suits that they find it more advantageous to consign them to us than to attempt to dispose of them from their own establishments.

## Uncalled for Garments at Half Price.

- \$20.00 Suits and Overcoats, \$10.00
  - \$25.00 Suits and Overcoats, \$12.50
  - \$30.00 Suits and Overcoats, \$15.00
  - \$35.00 Suits and Overcoats, \$17.50
  - \$40.00 Suits and Overcoats, \$20.00
- These garments are so far superior in style, fit and finish to ready-made clothing that comparisons are odious. Call and examine them and see if we can fit you.

## Suits to Order

We make suits to order from 5.00\* to \$15 cheaper than any other first-class tailoring establishment in Portland.

## We are Tailors, Bear That in Mind

Not cheap garment makers, the only thing cheap about our suits is the price. Our suits have that style—fit and finish—about them that well-dressed gentlemen appreciate. Astorians are cordially invited to call and inspect our goods whether they buy or not:

# Farnsworth-Herald Tailoring Company,

250 Washington Street, PORTLAND, OREGON

### NAVAL INCREASES AGREED UPON

Eighteen Warships in All Will Be Included in the Recommendations.

### CRUISERS AND GUNBOATS

No Battleships Will Be Suggested, But the Cruisers Are To Be the Best Ever Constructed.

NEW YORK, Nov. 14.—A special to the Tribune from Washington, says: The project for further naval increases which congress will be asked to authorize at the next session for immediate construction involves 18 warships, three of them armored cruisers of the improved Brooklyn type, but double the size and formidableness of that vessel; three improved Olympias, one-third larger and proportionately more powerful than the fine flagship that led the way into Manila bay, and 12 gunboats of a type recommended by Admiral Dewey as essential for the effective patrol of the Philippine archipelago.

The latter class must be able to go out to Manila under their own steam, must draw less water than any gunboat now in the navy, must maneuverably in tortuous channels and above all, must have sufficient protection to resist capture if stranded.

Such vessels are intended to replace the smaller gunboats, which, in several instances, have proved unable to take care of themselves when attacked in force, although frequently demonstrating their ability in the prevention of illicit traffic between the islands, carried on by small native craft.

This is the program now under consideration by the navy board of construction which was decided by Secretary Long several weeks ago to study the needs of the navy and to submit recommendations for required additions to the fleet.

At the meeting of the board today the members were disposed to divide

the gunboats equally into two classes, one of 1,000 tons, about the displacement of the Wheeling and the Marietta, and the other of 800 tons, which will make them smaller than any of the steel vessels in the regular navy although larger than the Gloucester and other converted yacht gunboats. For both these classes of gunboats maximum draughts of eight feet is regarded as imperative, which is nearly four feet less than that of the Helena and the Wilmington which were designed particularly for river service and which up to this time are the lightest draught vessels in the service.

The proposed improved Olympias represent a type that was recommended to congress last year but was crowded out by the authorization of three battle ships, three large armored cruisers and six cruisers of 2,500 tons. The new cruisers are to be of 8,000 tons each and are to have the bow turret and battery arrangement which has proved so admirable an arrangement in the Olympia, the extra 2,000 tons being devoted to increased coal carrying capacity and engine space and radius of action and heavier guns.

The board has shown some hesitancy about recommending further increase of armored vessels at the present time, as six higher powered and larger armored vessels than have been built for the navy were authorized by the last congress and have not yet been designed and because 20,000 tons of armor are required for vessels already authorized, an amount which can scarcely be delivered in less than four years after its manufacture begins.

The necessity of more first-class armored cruisers is however fully recognized and the board today favored three of about 13,000 tons displacement of a type involving no marked departures from the Brooklyn; in arrangements though of double that vessels power and tonnage and defensive qualities. At least one of the members favored a more formidable vessel, combining the salient features of the best cruisers and the battleships abroad, which is described as the "terrible, horrible, damnable" class and this will have further consideration tomorrow.

Every member of the board was emphatic for sheathing and coppering all these vessels to render them comparatively independent of drydocks.

### KRAG-JORGENSENS FOR THE NAVY

### LEE RIFLE TO BE RETIRED

Both Branches of the Service To Have Interchangeable Arms and Ammunition.

NEW YORK, Nov. 14.—A special to the Times from Washington says: The task of supplying the navy with Krag-Jorgensen rifles in place of the Lee rifles that have been in use in the navy for some time has begun, the ordnance bureau of the war department having issued 1,000 Krag-Jorgensen rifles and 5,000 rounds of ammunition to be served to the battleships Kentucky and Kearsarge at the New York navy yard.

Both branches of the service will soon have small arms of the same calibre, thus greatly simplifying the problem of interchangeable supplies of ammunition when the army and navy are required to operate in conjunction. Gradually the Lee rifle will be discarded and replaced by Krag-Jorgensen rifles.

Some 5,000 rounds of ammunition was called for by the navy department for experimental purposes and experiments are now being made with it with a Colt machine gun. The army ordnance department will continue to manufacture the Krag-Jorgensen rifle for the navy as they are called for, but the ammunition will be manufactured by the ordnance department of the navy.

The cartridge to be used by the army type of rifle will be identical with that used by the army except that it will be loaded with navy smokeless powder. The bullet will be the same weight.

### BICYCLES AND TIRES.

Will Soon be Controlled by a Single Company but Will not be Higher.

NEW YORK, Nov. 13.—The Tribune says:

It is now admitted by the directors of the American Bicycle Company and the officials of the Rubber Goods Company that the two organizations have

at last come to a satisfactory agreement. None of the members of the bicycle combination will make tires hereafter. The agreement between the two corporations does not stipulate that the makers must purchase tires from the rubber company.

Besides the old plants controlled by the rubber company the deal gives that concern the plants of the Hartford Rubber Company, the Indiana Bicycle Company, the Indianapolis Rubber Company and the Peoria Rubber & Manufacturing Company. It is said that the earnings of the Hartford company alone last year were \$500,000. It is asserted that all the concerns have earned their dividends for several years. Those in a position to know say that no advance in the price of tires next season is expected in the trade. It is said that the rubber company now controls over one hundred patents covering the manufacture of rubber tires and other bicycle parts and that much expensive litigation has consequently been avoided.

### ONE OF THE ANGELS.

New York Press.  
At the Albany station of the New York Central and Hudson River railroad there is an old man of the name of Booth, who is a gate keeper and calls out the departing trains. He is one of the most gentle and kind men in the world. He answers every question asked as pleasantly and patiently as if he were an angel, and you may rest assured that many thousands of feet inquires are fired at him. In calling out the trains he does not shout in guttural-doggerel-mutteral which nobody can understand. He never raises his voice, yet it is far reaching, and his enunciation and pronunciation are so distinct that every word he speaks is heard. He is particularly good to women and children. This is a fair sample of his calling:  
"The train for Schenectady, Fonda, Amsterdam, Little Falls, Utica, Rome and all local points west is now in the station on track No. 3; it will leave in ten minutes."  
After a minute he will again call out: "If there are any women with children here who wish to take the local train west they had better start now, to save all hurry and confusion. The train leaves in nine minutes."  
Sometimes he calls out: "Be sure to

### TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

**BEECHAM'S PILLS**  
are the best and safest  
**FAMILY MEDICINE**  
for all  
**BILIOUS AND NERVOUS DISORDERS**  
10 cents and 25 cents—Druggists.

get your handbags and parcels all together; no not forget anything."  
So all the day long this gentle old shepherd looks out for the stray sheep, and, I tell you, on a hot, tiresome day such thoughtfulness is appreciated by the wearied traveler. The only man in the United States who approaches him is the policeman under the car shed in Columbus, Ohio. He is an angel in uniform.



Many a woman throws away the flower of her youth—her beauty, her amiability and her capacity for wifehood and motherhood—without realizing it. There is no sadder sight than that of a young woman who has for years been bearing up bravely and silently under physical tortures that would drive a man to the mad-house.

Thousands of women suffer in this way and ask neither aid nor sympathy. They realize that they are the victims of weakness and disease of the distinctly womanly organism. They do not consult a physician because of the well-founded fear that he will insist upon disgusting "examinations" and "local treatment." Dr. Pierce's Favorite Prescription does away with all necessity for these ordeals. It cures in the privacy of the home. It restores health and strength and vigor to the delicate organs concerned in wifehood and motherhood. It tones, invigorates and builds up the nerves and transforms nervous, overwrought, sickly invalids into healthy, happy wives and mothers. Dr. Pierce is an eminent and skillful specialist who has been for thirty years chief consulting physician to the Invalids' Hotel and Surgical Institute, at Buffalo, N. Y. He will answer, without charge, all letters from ailing women. The "Favorite Prescription" is for sale by all good dealers.  
I suffered from womb trouble for about twelve years," writes Mrs. Harry Pomeroy of Box 501, Monaca, Cheyenne Co., Iowa. "I doctored with six different physicians, but found only temporary relief. I then used six bottles of Dr. Pierce's Favorite Prescription and three of Dr. Pierce's Pellets. I am a new woman. I hope and pray that this will induce other poor sufferers to use Dr. Pierce's medicine and be cured."

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