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## HERMANN IS PROMINENT

**Dr. T. W. Harris Talks of Congressional Race.**

Several members of the Second District Congressional Committee remained in Portland, following the business meeting of yesterday, and did not return to their homes in other sections of the state until this morning. Dr. T. W. Harris, a resident of Eugene and chairman of the committee, was one of these. Dr. Harris is father of L. T. Harris, Speaker of the House of Representatives at the recent session of the Oregon Legislature. Dr. Harris was seen by a reporter for this Journal at the Imperial Hotel this morning, and asked the following question: "Whom do you consider the most likely Republican candidate for the Congressional nomination?" "I want you to understand," said Dr. Harris in reply, "that I speak without personal prejudice or preference in this matter. I do not wish to be understood as favoring any one man; the party nominee will be the one to whom I will give my support, and until that nomination is made I am not playing any favorites, but when you ask me who is the most talked of man in this regard, I

must reply that it is Elmer Hermann. He is the Republican who has been placed prominently before the people. **His Son's Choice Wise.** Mr. Harris said he believed the decision of his son not to enter the Congressional race was a wise one. "There is nothing to be gained by a young man giving up his business and entering a congressional campaign, even if he is sure of success. He might spend 10 years at the national capital and at the end of that time would have nothing but honor to show for his labors. He would come home unfitted for his former line of work and to find that all of his patrons had been forced to seek assistance elsewhere. "I did not say a word that would influence my son in his choice, for I thought he could get the nomination if he wanted it, and also believed that he had gotten the nomination, he would undoubtedly be elected." Dr. Harris refused to discuss Republican possibilities other than to say a number of excellent men had been mentioned.

### Under the Law

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## LAST DAY

...of...

## Notion and Smallware SALE

**TOMORROW—SATURDAY**

## ASTORIA IS NOT MUCH ALARMED

Reports of New Town Are Not Disturbing.

Shipping Will Remain on the City's Side of the River.

(Staff Correspondence)  
ASTORIA, Or., March 12.—Astorians claim to be not perturbed by the report that another townsite is to be surveyed across the river, and that the Northern Pacific Railway Company will build down the north shore to establish a seaport in competition with this town. That they have not failed to notice the reports, however, is evinced by the giving of extensive information upon the subject, when it was broached to them in the form of a query: "Do you people believe that the Northern Pacific Company intends to build down the north shore from its Kalama connection, and make a new town at the mouth of the river?" "No," was the reply of a citizen who has to do exclusively with shipping interests, but who asked that his name be withheld upon condition that he would talk for the Journal. "The Northern Pacific will not build down the north shore to any point opposite Astoria. And no new town will be built there.

**As to Knappton.** "For instance," continued he, "take Knappton, where report has said that the Northern Pacific proposes to build a town. It has no harbor of consequence. There only small schooners may anchor, schooners and barkentines, and even for them there is not room for turning around. The water is shallow and the harbor is narrow and not deep inland.

"In fact, there is no place above Point Ellis that is not open to the severe sou'westers, which are the prevailing storms here. You must understand that the sou'westers are the storms that make trouble for shipping here in the Columbia River harbors, when any trouble is made at all. The nor'westers are not severe. They seldom occur, and when they do they are not of a character to cause any worry to ship captains. "It is the sou'wester that makes the skipper look for danger while anchored anywhere in the mouth of the river district, and the sou'wester does no damage to ships that are in our South Side harbor. We are protected by the hills that lie back of the city, and the sou'wester may rage never so wildly without the least trouble to the vessels that

are in this port. The river is seven miles wide here, and when a storm rages a heavy sea is whipped up. It often makes havoc across the river on the Washington side, havoc that never is wrought to shipping here. And, because there is no shipping of consequence over there, the havoc even there is not significant, since there is little with which to play havoc.

**Hundred Years Backing For Astoria.** "Astoria has just 100 years of backing and experience, and time has demonstrated that here must be the seaport of Oregon. During the past century, since Lewis and Clark came down the river and the Astor expeditions arrived, all shipping interests have been on this side of the river, and they will remain on this side so long as men sail ships and the Columbia River is used by them. "By the way," said the Astorian, with a quizzical expression on his face, "we people down here believe that the Columbia River will never attain its full shipping possibilities—that Portland concedes the Astoria contention—that Portland must use this as the real seaport, and cease attempting to haul ships 100 miles up the river, with all of the attendant expense and delay. We can demonstrate by mathematical processes, too, that these claims are true, and that, unless Portland comes to our way of thinking, Puget Sound will forge ahead, and distance us.

"Portland would lose only the trifling ship chandlery business, and as compensation would gain in increased advantage over the Sound in this respect—expense and time would be saved by bringing the interior products down here for loading on ships, and the gain would be so great that the Sound could not possibly overcome the advantage. You people up there will have to understand that, and until you do, affairs on the Columbia River will never attain their potential greatness, and our rivals will beat us out in the race for commerce.

"There is no antagonism between Astoria and Portland, if only we would be sensible. Our interests are common. Our fate is woven, measured and cut by the same Parcae, and only when we two cities get to take a common view of these matters (and Astoria gets common points terminal rates, too), will we have established the first primary principle of commercial economics as applied to this state and this great river."

**San Francisco's Experience.** Another Astorian, listening to the foregoing, ventured this remark: "I am not so sure that shipping could not be accommodated on the other side of the river, so far as the sou'westers are concerned. San Francisco has obliterated such a difficulty. In parts of her great harbor winds sweep savagely into the anchored ships, and yet, on account of a system of mooring, no troubles occur. There they have mooring anchors out in the harbor, and when a bad wind sweeps in, they let out the bow anchor chains, draw the vessel from the wharf, attach the mooring lines to her stern, and hold her there, fastened fore and aft, until the wind subsides. "I am not certain that some time a town will not grow up on the other side, and there may be something in the report of the intentions of the Northern Pacific Company. At any rate, I wish the report would not get around over the country so persistently, and make it necessary for us all of the time to allege that we are not worried about the possible competition that such a scheme would entail." JOHN E. LATHROP.

## ESCAPED JAIL BY GRAY HAIR

Court Took Pity and Therefore Fined Aged Mr. Winters \$10.

Gray-haired and stooped from his 72 years' sojourn on this terrestrial ball, H. D. Winters stood before Judge Hogue this morning and was fined \$10 for dumping garbage in a lot. Only his silvery locks and an eloquent appeal by his attorney, John Manning, saved him from a jail sentence. He paid his fine and left the court room. Winters is a wealthy property owner, the Winters Building being among his possessions. He has been arrested previously for the offense he was charged with and was fined \$5. That seemed not to be sufficient, and when he appeared this morning his fine was doubled. When Judge Hogue mentioned send-

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### FOR RAILWAY CONGRESS

WASHINGTON, D. C., March 13.—It is announced that F. D. Casmanave, superintendent of motive power on the Baltimore & Ohio, has been appointed reporter for the International Railway Congress, which is to meet in Washington in May, 1905, on one of the important subjects to be taken up. It will be the first time this country has ever been honored by the congress with its presence. It is by all odds the most distinguished body of railroad men in the world and its deliberations have been such as to attract American officials to Europe to attend its sessions. Builds up the system, puts pure, rich blood in the veins; makes men and women strong and healthy—Burdock Blood Bitters. At any drug store.

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