

POOR CITY STREETS

Not Presentable for the Presidential Visit.

RAILWAY COMPANY AT FAULT

City & Suburban Will Repair Morrison Street at Once and Rebuild its Lines in the Business District.

President McKinley will have to ride over rough streets if the reception committee takes him through the principal business and residence districts when he comes to Portland in May. Third street, the great thoroughfare of the retail section—the street of the Chamber of Commerce, Dekum, Worcester and other important buildings—could not possibly be in worse condition. Morrison street, the best avenue of access to the fine homes of the city—the street of the Post-office, the Hotel Portland, the Marquis Grand and the High School—is little better than Third street.

Both Third and Morrison streets are products of the neglect of the City & Suburban Railway Company, which is required by its franchise to keep them in repair between its tracks and for one foot on each side of the rails. On that portion of Third street between Yamhill and Gilsan, which is in the heart of the business district, the asphalt pavement has been badly broken. This has been caused by breaks between and on the sides of the tracks, which have been spread by heavily-loaded teams. In a number of places the concrete foundation is exposed and the wheels of trucks and drays have ground the concrete to a fine powder. At other points holes in the pavement have been filled with loose rock that the wagons have worked out of place. The condition of the street is clearly bad at the intersections of Stark, Washington and Alder, where travel, both pedestrian and team, is large at all times of the day. The railway company is largely responsible for the break-up of the pavement. In making connections with rails it breaks the asphalt but apparently never repairs it.

City Engineer Chuse was asked yesterday why the parts of Morrison and Third streets occupied by the railway company had not been put in better shape. He replied that the street department had kept the interests of the public constantly in view, and had urged not only the City & Suburban, but the other lines, to make repairs when they were needed. He said it had not been found advisable to press the company as the bicycle craze and the business depression of a few years ago cut down their revenues and compelled close sailing by their management.

"There will be little reason for further complaint against the City & Suburban," said Mr. Chuse. "I am assured by its officers that it will immediately improve Morrison street and rebuild in a durable manner that part of its system between Third, Taylor, West Park and Gilsan streets. This will give it a good track in the business part of town."

Improvements Contained.

At the office of the City & Suburban, Charles F. Swigert, secretary and treasurer of the company, confirmed Mr. Chuse's statement about proposed improvements. He said Morrison street will be fixed up without delay and that rails for the Third and Gilsan street part of the road have been ordered. "The new road between Third and Taylor and West Park and Gilsan," Mr. Swigert said, "will be built in the summer. It will cost the company \$40,000. We will use deep-groove 8-inch rails, seven inches high, and they will be set in concrete. While the work is in progress our cars will be run over the First and Second street lines."

Mr. Swigert was disinclined to discuss City Engineer Chuse's assertion that the railway lines had not costed money by the barrel during the hard times. "It might be," he said, "that we are entitled to credit for our emergency operation of our system in hard times and good times. Ours was the only street in Portland that did not get into court. We paid our bills promptly and no one has ever said we owe a cent. I think that among business men who have had dealings with us there is less complaint than among people who do not possess full knowledge of our system. While it is not our purpose to put the public to inconvenience in this matter of street improvement required of us, if that was our policy we would not have the improvement of Morrison street when the asphalt work was ordered. We had good legal advice that the improvement was avoidable, still we paid for it. Last year we paid \$12,000 to the city, of which \$3000 was for work on Morrison street. This Morrison street work did not do us a bit of good, and the city is taking it away. It convinced us, however, that asphalt is not practicable for improvement between the tracks and on the side of them. Our new concrete road between Morrison, which was recently completed, cost \$6000. While the improvement of our system has been delayed longer than we had hoped, it will be done in the very best manner, will, we believe, be satisfactory to the public. It will be as fine a piece of street railway work as can be found in the United States."

Mr. Swigert would not say whether all of the City & Suburban system will be rebuilt. This, however, is said to be the policy of the company.

What Various Companies Will Do.

City Engineer Chuse made the following statement yesterday relative to work contemplated by the different street railway systems:

"The City & Suburban track on Third street, between Yamhill and Gilsan, is probably the most important piece of road of similar length in Portland. The company has decided to put down on this section a first-class concrete road with deep grooved rails set in concrete foundation. This piece of work will, when completed, be a model for street railways. It is believed that the fact that this rail is in use the companies themselves will see its advantage as an essential for a first-class track and roadbed."

"The track, First street, which is a very unsuitable rail for street car purposes, was laid by the owners of real estate along that street, against the advice of their engineer. However, it was all that the property-owners could afford to pay for at the time. The building of the road restored, to some extent, the routing value of the line. First street, and grooved a benefit to business. The form of rail used was such that the pavement laid alongside of it will not stand. Steps are being taken to improve the paving along the rails on the street."

"In other parts of the city light T rails have been replaced by heavier ones. This is especially true on East Morrison street. These rails furnish a good roadway for the cars but they are not the best for the paving interests. It is considered good policy in all cities to use the lighter rails in the suburbs and lay heavy rails in the centers of heavy travel."

"The mileage of street railways in Portland is too great for 1000 of the population for the roads to be income bearing to the owners to any great extent, and the cost of extensions of the lines into the country has been such as to make it inadvisable to extend the lines. The roads have been compelled to neglect their tracks in the parts of the city where the population is dense. The companies, however, are generally doing a better class of work this spring than heretofore, and it seems to be their purpose to continue improvements to their lines. The East Side Railway will be

greatly improved by the new owners. It is proposed to build a new crossing at First and Madison and to make the curves at East Eleventh and Hawthorne easier. I am confident that with increase of traffic the street railways will make many betterments to their lines."

School Grounds in Fair Shape.

It will be impossible to repair Third street for the Presidential visit, but the schoolhouses, park blocks and other points which will be covered by the carriage ride and the procession can be made attractive without much labor. The various schoolyards of the city are in fairly good shape. They can be made presentable upon very short notice. A good raking over would make all of them look better. At the Park School, the park strips along the sidewalk are being sodded. When completed this will materially add to the beauty of the grounds.

The park blocks south of Salmon street could be materially improved in appearance by being mowed. The grass is very clumpy, but its growth is excellent. The intersecting streets should also be raked off in many instances refuse has accumulated upon them, such as brush, old wire, etc. The sidewalks along the blocks are almost worn out, and in many instances the boards are loose, and threaten to fly up and hit the pedestrian in the face. In the block in front of the

With an accompaniment of shrill howls and deep-bayed walls, the second annual bench show of the Portland Kennel Club opened yesterday. All day visitors streamed into the aisles between the kennels to view the fine, high-bred dogs entered in the exhibit. The crush came last night, when the hall, with its pretty decorations and brilliant electric lights, presented an attractive sight, the whole affair taking on the aspect of a society gathering. In numbers of fine dogs, in representation of the different species, and in the perfection of arrangements, this year's exhibition is far ahead of the successful initial show of the club last year.

The judges began work early, and the judging ring was the center of the gaze of the visitors all day. The dogs were led into the ring by the owners in most cases, and then made to display their good points to the scrutiny of the judges, under the most favorable circumstances. Even the dogs seemed to realize the gravity of the situation and to strain every nerve to make a good showing, assuming pretty much a half a dozen on the bench, passing their hands quickly over them while scaling them for prize-winners. The judges working yesterday were C. R. Barker, of San Jose, who looked after the St. Bernards and Great Danes and other large breeds, and James Cole, of Kansas City, who judged the pointers and setters.

The surprise of the day to local sportsmen came when W. Pease's Pointer, Ned, defeated Peter, owned by Fred Evans, of Seattle. These dogs were in the open class of pointers under 55 pounds, and the competition was keen and the interest high. In any other class of the show, Pease's Ned had won in the Seattle show over Taylor's Bright, and in the Portland show of 1900 the decision had been just the reverse. Taylor's Ned and Bright against the field. In the opinion of Judge Cole the field won, for first place was given to the Seattle dog, a pretty well-pointed liver and white dog, named Ned, owned by W. Pease, second prize, and Will C. Gibson's Pointer, a roan and white, and white, was awarded third place. Taylor's Bright, the lemon and white favorite, took fourth, or reserve mention. Another surprise was the winning of Taylor's Bright, a white and black dog, owned by Taylor's Bright, in the competition of the winners of the various classes of pointers first place was given to Whitestone, owned by A. B. Jackson, of Spokane, which had been awarded first place in the class of pointers under 55 pounds. Evans' Pete was given the reserve place. Both are fine specimens of pointers, and their victory over such a fine field is all the more notable.

Great interest was also taken in the St. Bernards and Great Danes, and C. W. Fulton's Colonel, which carried off the honors in the rough-coated St. Bernard class, owned by Mrs. Whitney L. Boise's Great Dane, Lion, that won out in the winners' class over A. Dillon's dog, Bob, was also one of the popular dogs of the show.

Among those present last evening who took a great interest in the dogs were: Mr. and Mrs. Whitney L. Boise, Judge and Mrs. Raleigh Stott, Mr. and Mrs. John A. Shepherd, Mr. and Mrs. Morton Inley, Mrs. E. A. Ayer, Mrs. Frederick Page, Miss Williams, Mrs. Houghton, Miss Von Destin, Mr. R. S. Howard, Jr., Mr. and Mrs. Henry Metzger, Mr. and Mrs. Harry Allen, Mr. and Mrs. W. S. Ott, Mr. and Mrs. J. R. McCracken, Mrs. Clarence Gray, Mr. and Mrs. Ben Holman, Mrs. Barker, Miss Beez Barker, Miss Stilton, Mrs. A. S. Norton, Mrs. W. H. Raymond, Mr. and Mrs. Albert C. Sheldon, Dr. and Mrs. DeWitt Connell, Mr. and Mrs. Joel Long, Mrs. Wasserman, Mrs. Henry Hausmann, Mr. and Mrs. W. W. Pease, Mr. and Mrs. Walter F. Burrell, Miss Willis, Miss Sanders, Miss Edna Wasserman, Dr. Nottage, Sidney Cawston, E. H. S. Cawston, Charles F. Adams, F. Miller, L. W. Whitling, George T. Myers, J. D. Lewis, C. H. Lewis, Jr., William F. Lipman, W. H. Wallace, Fred S. Morris, William H. Hurlbut, Frank B. Thom, P. W. Lingley, George W. Shaw, H. Holman, Dr. R. J. Chipman, H. B. Judge.

Yesterday's Prize Winners.

Judging will be resumed this morning at 10:30. The list of prize winners, as determined in yesterday's award follows: Mastiffs, limit, dogs—First, Bummer, owned by T. Nelson, Pandleton. Open dogs—First, Bummer, owned by T. Nelson, Pandleton. Rough-coated, puppy dogs—First, Lion, owned by Mrs. Julia Walker. Rough-coated, limit dogs—First, Duke, owned by Mrs. E. C. Peterson; second, Duke, owned by Henry P. Buehner; reserve, Faddy, owned by James Travers. Rough-coated, open dogs—First, Colonel, owned by C. W. Fulton, of Astoria; second, Jumbo, owned by James Travers; reserve, Cyrus Noble, owned by Dr. T. C. Smith, Jr., of Salem. Rough-coated, winners' class—First, Colonel, owned by C. W. Fulton; reserve, Duke, owned by

CROWDS AT THE DOG SHOW

KENNEL CLUB EXHIBIT OPENED TO THROGS OF VISITORS.

Defeat of Local Favorites in the Pointers' Class Was the Surprising Event of the Day.

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owned by Thomas Tracy, second, Saddle-back, owned by Mrs. J. E. Tilden, third, owned by Mrs. J. E. Tilden. Chesapeake Bay, puppy dogs—First, Jeff, owned by Malcolm McFee, of Seattle. Open dogs—First, Avon, owned by E. C. Callahan, of Seattle. Open bitches—First, Lady, owned by P. O. Ehrlich, of Portland. Pointers, puppy dogs—First, Monte Carlo, owned by H. T. Drennan; second, owned by H. T. Drennan; third, owned by Peter Hobkirk. Pointers, local dogs—First, Snap, owned by E. Armstrong, second, Sutton, owned by E. Armstrong, third, Dan Burns, owned by J. V. Burke; reserve, Sport, owned by J. V. Burke. Pointers, limit dogs, under 55 pounds—First, Whitestone, owned by A. B. Jackson, Spokane; second, Senator Maxwell, owned by W. E. Haldeman, Warrenton; third, Clyde, owned by T. J. English; reserve, Sport, owned by Curtis B. Wain. Pointers, open dogs, under 55 pounds—First, Star, owned by H. Pease; second, Clyde, owned by H. Pease; third, Ginger, owned by Hugh Graham; reserve, Jack, owned by Dr. O. D. Thornton. Pointers, open dogs, over 55 pounds—First, Whitestone, owned by A. B. Jackson, Spokane; reserve, Pete, owned by Fred Evans, Seattle. Pointers, puppy bitches—First, Columbia Queen, owned by N. A. Nelson; second, Little Nell, owned by E. A. Covell; third, Bonnie Bell, owned by J. V. Burke; reserve, Kenwood, Cal; reserve, Flybente Beck, owned by H. O. Slickner. Pointers, open dogs, under 55 pounds—First, Lightfield Chick, owned by Charles E. Scriber, Colfax; second, Seal, owned by E. House; third, Seal, owned by E. House. Pointers, limit bitches, under 55 pounds—First, open bitches, under 55 pounds—First, Star, owned by H. Pease; second, Clyde, owned by H. Pease; third, Ginger, owned by Hugh Graham; reserve, Jack, owned by Dr. O. D. Thornton. Pointers, open dogs, over 55 pounds—First, Whitestone, owned by A. B. Jackson, Spokane; reserve, Pete, owned by Fred Evans, Seattle. 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