



SCHOOL SUPPLIES AT LOWEST PRICES

Lipman, Wolfe & Co.

SPRING SILKS

New Shadow Stripe Louisene, New Oblong Dot Satin Regance, New Hemstitched Shanghai Silks, New Tucked Taffetas, New Black Grenadines, New Black and White Grenadines, New Foulard Silks in plain and Panne finish, New Black on White and White on Black Silks, New Jasper Louisene Silks, New Crown Taffetas in over 50 different shades, New Arnold Constable Guaranteed Taffetas, New Wash Silks.

Spring Dress Goods

Wool Taffetas, Wool Etamines, Wool Crepes, Peau de Saut, Striped Etamines, Self-striped Brilliantines, French Batistes, Twine Voiles, Panne Cheviots, Melton Cravenettes, French Challes, Silk and Wool Crepes and Popelins, Albatross Cloths, Chalk Stripe Suitings, Mohair Panama Cloths, Heavy Panne Cheviots, Pebble Cloths, Etamine Frieze, Unfinished Worseds, Mohair Sicilians, Granite Cloths, Mohair Whipcords. Also splendid display tomorrow of this season's popular effects for tailor-made costumes—CHALK LINE MIXTURES in Sanglie, Nattie and Hop Sack Weaves, 56 inches wide, \$1.00, \$1.25, \$1.50, \$2.00, \$2.50 yard.

Black Dress Goods

Special purchase of heavy BLIND CHEVIOTS, (the correct fabric for non-lined garments), 56 inches wide, \$1.25, \$1.50, \$1.75, \$2.00 yard. Most exceptional values are offered at the above prices.

New all wool solid color SPRING WAISTING FLANNELS 50c yd In all the newest Shades.

Bentley's finest stamped Linens at half-price. Over 900 doilies, scarfs, tray cloths and runners made of the finest linens, stamped in most artistic designs. These great bargains will be sold at the linen counter on first floor. All will be sold at exactly half-price.

Upholstery and Drapery Materials

New European Novelities in Oriental Jardiniere, English Crackle, Verdure and Conventional designs, \$1.50, \$1.95, \$2.25, \$4.00, \$6.00, \$9.00 yard. New Domestic Drapery Materials, 45c 60c, 65c, 75c, \$1.00, 1.25 yard. Also 1000 yards of Upholstered Corduroy, 50c yd value 65c

Portieres and Draperies made to order in the most up-to-date and correct styles at most moderate prices.

LACE CURTAINS

New Point D'Arabe Lace Curtains, New Louis XIV Lace Curtains, New Madras Curtaining, New Opalescent Silk Curtaining, New Irish Point and Scotch Lace Curtains, New Brussels Lace Curtains. 1000 yards 36-inch polka dot and bow knot Muslin Sash Curtaining, great value at 8c yd 200 pairs of Scotch Lace Curtains, special \$1.65 pair 50 pairs Arabian Curtains, special \$6.00 pair

Newest Spring Cotton Dress Fabrics

Mousseline de Soie Fancy Stripes Corded Mercerized Chambray Shadow Print Batistes Fancy Weave Canvas White Figured Oxfords Fancy Stripe Grenadines Silk Stripe Linen Batistes Silk Wash Fabrics, Lace Stripe Silk Grenadines, Silk Zephirs.

IMPORTED SHIRTWAIST LENGTHS on sale at Men's Furnishing Department.

Spring Embroideries

Swiss, Nainsook and Cambric Edgings and Insertions with All Overs to match, Band Trimmings, Skirtings and Flouncing in newest effects and exclusive designs.

PORTLAND'S WRETCHED STREETS

MEN WHO KNOW TELL WHY THEY ARE BAD AND HOW THEY MAY BE IMPROVED

THE following discussions of the question of Portland's streets are contributed by citizens who have given the subject deep study, and know whereof they speak:

A. L. MILLS.

Chairman of Charter Board Scores Portland's Wretched Streets.

WHEN one constantly has to apologize for the appearance of asphalt streets that have cracked and flaked to pieces and been patched with sand or mud, or brick streets that have chipped away and settled a foot or more below the grade, or macadam or gravel streets whose boulders the size of a bushel basket rise above the surface like monuments, and streets constructed of stone blocks, laid on no foundation at all and settled so the street resembles a choppy sea in the English Channel, of elevated roadways and bridges patched like a crazy quilt and tinkered with till they are ready to go to pieces all at once like the one horse way of wooden block pavements that rise and fall and float with a heavy rain or swell up and burst like a rotten egg, one cannot but concede that the best drive for a visitor to take to see the City of Portland is to get on a car and go up to Portland Heights or some other advantageous elevation from which the streets are invisible.

There must be a cause for such a lamentable condition of street improvement, and to find the cause is to more than half remedy the fault.

Surely the fault does not lie with the citizens individually; they are not naturally in favor of mud sloughs and corduroy roads masquerading under the name of metropolitan streets. The care that so many citizens give to the appearance of their homes, of their lawns, their flower beds and shade trees gives the lie to any such assertion, and besides Portland's citizens are too good business men not to know that streets are the first thing that strike a visitor's eye and are the best (or worst) advertisement a city can have. Then as a simple business proposition they know that good, smooth streets add the wheels of traffic and make hauling easier and more economical.

If the fault does not lie with the citizens individually where does it lie? In faulty construction? Portland's earlier streets and some of the later ones suffer from this cause. They were constructed in defiance of one of the first principles of modern street building, to wit, a good foundation. Some are like the house founded upon the sand; the storm beat upon them, the rains descended and the floods came and the streets peacefully sink out of sight in their mud foundations. Others, notably the macadam and gravel streets, from poor specifications, faulty construction and careless inspection were built of any sized rock the contractor could work in till time and storms and lack of maintenance have brought to the surface boulders large enough to have drifted into the streets in some glacial epoch, but which no sane engineer today would allow to go into the construction of a street no matter how deeply they were buried in the foundation of the pavement.

But faulty construction is only partially responsible for the rotten condition of Portland's streets, a condition so bad as to bring a mean of anguish from the innocent visitor who is beguiled into a drive about the city and to cause a possible flow of exiles from the lips of his more certain about the difficulty of building proper streets under the climatic conditions existing in Portland, excuses that in excusing the condition of the streets do worse injury by damning the climate irretrievably.

Archae and Antediluvian System.

But if not from faulty construction is it for want of proper maintenance that our streets are in such a wretched state? In a great measure this is the reason and this leads us directly to the main cause: the archaic and antediluvian system under which street improvement is now made and maintained. Under the present system the abutting property pays for the improvement of a street and maintains it afterwards; how well maintained the streets bear silent and unapproachable testimony. Occasionally a public-spirited citizen, stung to action by the shameful condition of the street, levels it up in front of his property; but as a rule the deadly Upas-like influence of the present system paralyzes any concerted action on the part of the property-holders. Death and taxes are certain, but the return from good streets is hypothetical and uncertain and "anyhow" what's the use of maintaining a decent street in front of my property when no one else takes the trouble to do so?

Another citizen may be energetic enough to circulate a petition to improve a whole street; the improvement is made and at once the whole stream of traffic of the neighborhood and city is diverted to its former ruts and chuck holes and pours down over the new thoroughfare; the street soon shows signs of heavy travel; then it begins more and more rapidly to crumble and go to pieces; a little care and attention, a stitch in time, would save it, but the adjacent property-holders viewing with dismay the rapid destruction of their improvement, are loath to still further impoverish their purses in maintenance for the public good, and fall back paralyzed under the deadly influence of the present system and before long the street becomes like its neighboring thoroughfares, a ruin and a menace to travel. This is but familiar history to us all and keeps on repeating itself year after year.

Portland Almost Alone.

Of some 30 cities with about Portland's population, from which replies were received, only one other city pursues the antediluvian system of street improvement and maintenance that Portland does. The word "antediluvian" is used advisedly since as far back at least as the days of the old Roman Empire they knew how to build and maintain roads better than we do in Portland today; traces of the old Roman highways still remain to testify to the thorough methods of construction and maintenance employed. How much of a trace of the improvement of Fourth street will remain 100 years from now?

The ideal method of street improvement is for the city to build and maintain the streets by a general tax as is done in some of the older Massachusetts cities. But the method, though ideal, is not practicable in Portland. The older New England towns are compact and closely built up and do not have "additions" reaching out to the state borders nor are they cut up into streets every 30 feet so that there is almost as much street area as there are building sites. To maintain

such a policy here would ruin by taxation inside property in order that outlying districts might be paved at municipal expense.

The nearest approach for Portland to the ideal method is to have the city authorities (not the property-owners) decide

for their construction, should become responsible for their maintenance for a reasonable length of time, say for a properly made stone block street 30 years and so on down through the different kinds of street pavements. As the general public in a large measure and the abutting property-owner only in a small measure get the benefit of the street so in a large measure the general public should pay for the maintenance of the street improvement.

Provisions of New Charter.

The proposed new charter in the matter of streets is drawn with this idea in view. The Council without waiting for a petition orders a street improved; the engineer first draws plans and specifications, stating the probable cost of the improvement; if the Council approves the plans it declares by resolution its purpose to improve the street and to create an assessment district. This resolution must be published 10 consecutive times in the city official newspaper and if a remonstrance signed by two-thirds of the property-holders is not presented within 30 days of

not within 10 days after the rollers were off, cut up, disfigured and damaged. To such an extent has this gone on that the average property-holder accepts these conditions without a murmur. We are now at the very bottom of the ladder and have no street in the city that any rate, on the west side of the river, which can be driven over in comfort for five consecutive blocks, or with safety for travelers. The remedy is apparent, but it cannot be applied unless our people are willing to recognize and act on the only principles under which good streets can be built or maintained, and are willing to spend money, and a considerable amount of it, to get and keep them. There may be a good many "free" things, but if the word "free" means without cost, I will venture to predict there will be no good "free" streets.

Cleanliness.

I put this first because we can be clean with the least possible outlay, and personally, I can see but little use of laying

the provisions relating to the street question should be sufficient. It may not go as far as some might wish, but it does encourage the making of good streets. It authorizes districts, it provides a reasonable fund for maintenance, it puts the veto power in the Council, and the man who thinks his way the only way will wake up to the fact that his powers have been somewhat curtailed. This may jar his sense of pride, but we will probably get better streets.

SANDERSON REED.

Clerk of Charter Board Points Out a Way of Relief.

IT is a mistake to think the street question of Portland is hopeless. While it must be admitted that Portland's history with regard to streets tends strongly to produce that state of mind, the investigation now being given to the subject will show the people that they can have good streets if they want good streets. No doubt the apathy of a large part of our voters in regard to street matters is due to having become so accustomed to bad streets that they consider bad streets as necessary characteristics of Portland. In fact, bad streets having been the condition for such a long time as to constitute a precedent, many people appear to doubt the advisability of undergoing an effort to obtain good streets, and are willing—Chinese fashion—to legislate for bad streets, for the reason that we have always had bad streets.

It is natural that Portland should have suffered at one time from bad streets—all growing cities pass through that stage—but it is not natural that it should have continued, and should now continue to build such streets, and the time has come when the people are compelled to take hold of the matter and acquire an understanding of the situation in order that navigation over and across some of these streets may be resumed.

The point is here: If other cities have good streets, why does not Portland?

The long existing trouble may be traced to several sources. Portland has too many streets. If the alternate streets could be closed and reduced in size to alleys there would still be enough streets. The way correct the present trouble is not to add any of the streets now in use may be vacated.

Political conditions have been a drawback to the improvement of Portland's streets. With one-fifth of the population of the state centered in this place, Portland is, and cannot escape being, the buffer in all political action. Such small matters as streets heretofore have received small attention at Salem. The fact that there is no other city on the state demanding legislation in the same direction leaves Portland at a disadvantage. Moreover, the syndicate that governed this town politically for a long number of years did not protect the city with regard to streets, and it is a matter of local history that when a charter was presented for consideration, containing a street repair fund clause, the fatal blue pencil was used energetically and the street repair fund was eliminated.

The interest of the people at large is now directed to the street question and if the people do not want good streets, they will not have them, and if the people want good streets, it is fair to presume good streets can be obtained, as every other city or town that faces the proposition meets with some success.

The city has never had the power to declare the kind and character of improvement and to enforce its construction. The property-owner has been able, by circulating a remonstrance, to defeat a proposed improvement, thus forcing the city to make such a street improvement as the property-owner might dictate. This power should not lie with the owner of abutting property. It is not fair or right to charge the entire expense of a street improvement to abutting property, as we do in Portland, but even when the entire expense is to be charged against the abutting property, the city should be protected. In other words, the property-owner has been able to dictate the kind and character of improvement to go into a street, and experience has shown that he leans towards cheapness rather than quality. The property-owner prefers to accumulate dollars rather than to have good streets. The city of Portland has never been able to enforce a street improvement of the kind and quality it might see fit. The necessity exists and the time has come for action on the part of the city. The possible danger of abuse of the power by the city appears to have no greater weight as an argument than the parsimony of the property-owner. When a man lives in a city he surrenders a certain part of his freedom, and in exchange he receives the benefit of a public improvement, because he dislikes the kind or character of the work or has no money with which to pay for it. If he feels strongly on this question, it is his right to vote against the city limits, where he will not suffer from such rules and regulations. I believe the people of Portland would be in favor of giving the city the authority to enforce good streets; that the people are tired of our lack of government; are tired of walking through refuse and offal cast out from stores and houses; are tired of the impassable and dangerous streets; are tired of the leers of travelers who come to Portland, and that they have made up their minds to have good streets in Portland in time for the 1905 Exposition.

The Charter Board, in working upon this subject, made a compromise by providing that two-thirds of the property-owners (instead of one-half, as at present) may have the right by remonstrance to defeat an improvement. Although the feeling of the Charter Board may be an index to the feeling of the people, still it is reasonable to believe that the people would give to the city ample authority to enforce the construction of good streets and would deny to the property-owner and obstructionist the right to prevent by remonstrance or in any other way an improvement ordered by the city authorities, for the property-owner who remonstrates and objects is as a rule litigious and opposed to improvements of any kind. The ordinary property-owner believes in public improvements and by far outnumber the man who demands a release from all public obligations and civic burdens.

SANDERSON REED.

T. C. DEVLIN.

City Auditor Explains Why Streets Are Bad.

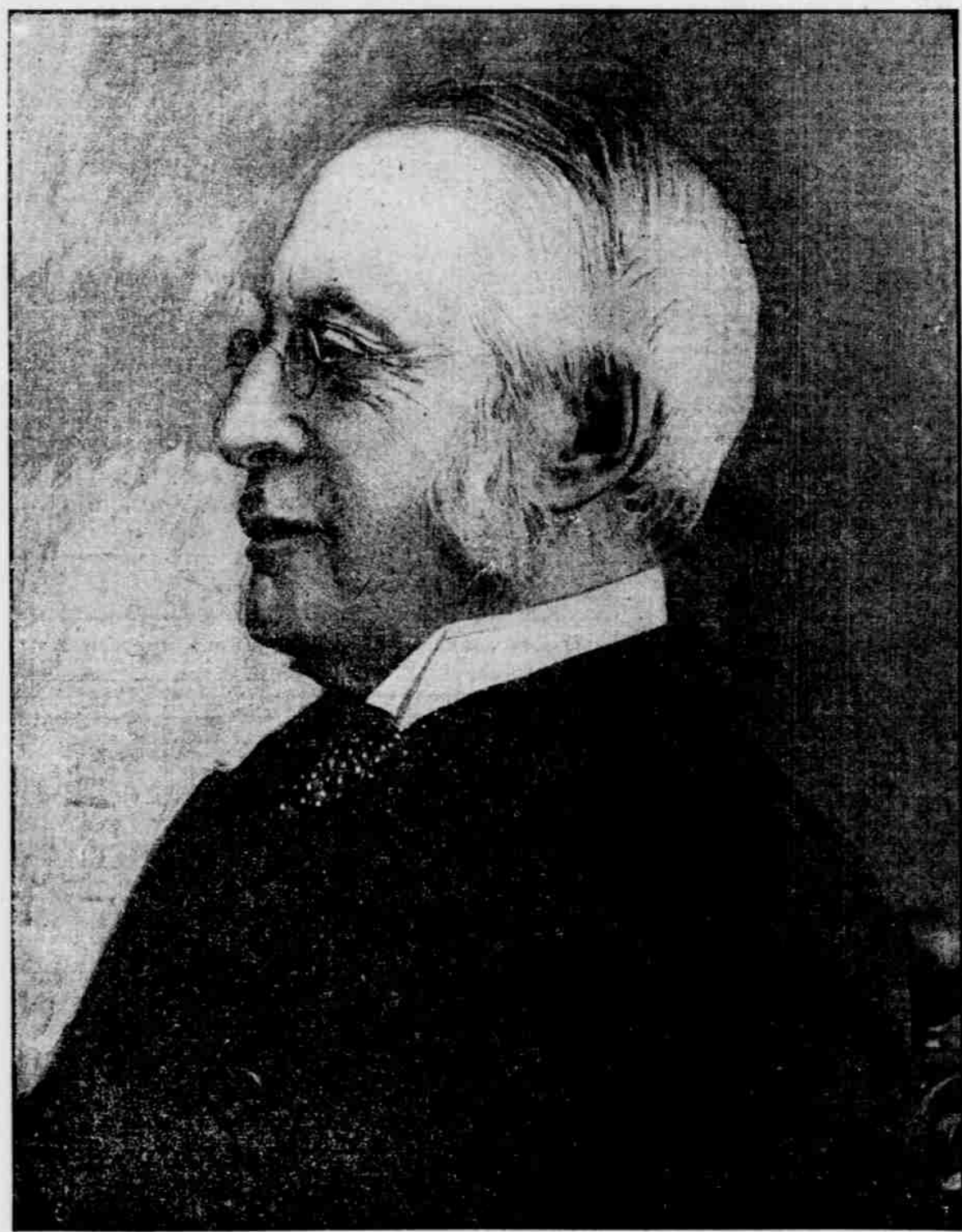
IT is necessary to understand the several causes why the streets of Portland are bad, and to what extent such causes have been modified before prescribing a form of procedure for general street improvements.

First—The hard times, which were felt by all classes of our people, and consequently their reluctance to incur any expense not absolutely necessary. In this they were assisted by the force of a remonstrance under the present charter.

Second—The abandonment of a street as soon as it was put in condition, with no provision whatever for maintenance.

Third—Certain defects in construction, especially on macadam and gravel improvements, and which have been due to inadequate equipment for properly com-

PRESIDENT OF HARVARD UNIVERSITY



DR. ELIOT WILL VISIT PORTLAND MARCH 12.

President Charles W. Eliot, of Harvard University, who is shortly to visit this city, has been at the head of Harvard since 1892, and is today one of the best-known and most prominent educators in the United States. President Eliot is a native of Boston, and is 67 years of age. He was graduated from Harvard in 1853, and occupied positions there until 1862, when he went to Europe, where he studied educational methods there. When he returned to the United States Professor Eliot was called to the chair of analytical chemistry of the Massachusetts School of Technology, where he remained until called to the presidency of Harvard. President Eliot is an author of authority on chemistry and on reforms in educational methods. He is expected to arrive in Portland March 12, and Harvard alumni here will arrange for his entertainment while in the city.

what kind of improvement should be made on a street, and then have the city maintain it for a certain length of time. This is the method incorporated in the proposed new charter.

It is true that today the Common Council can pass an ordinance ordering a street improved, specifying how it shall be done, but as a 75 per cent remonstrance can stop the improvement the practice has arisen requiring the property-owners to decide themselves what kind of a street improvement they want and then present a 25 per cent petition to the Council asking for it. The result of this practice is fatal to good streets. There is no uniformity in the construction of contiguous streets nor even in the same street. Witness Stark street; one block of brick, the next of cobble-stones, the next of asphalt, the next few blocks of brick and ending off with macadam. Note the kind of pavement in the streets of the business district running north and south: Front street stone blocks of irregular size, standing firm or sunk in holes according to the condition of the foundation, out of all recognition of a street grade; First street partly of bricks that have settled in valleys and partly of floating wooden blocks that rise and fall with a heavy rain like a floating drydock; Second street irregular rocks, misnamed blocks, dropped in any old way, and wooden blocks resting on nothing; Third street a travesty and a mockery on an asphalt street; Fourth street a few wooden islands standing up above the general morass and decay with a plank streck through the center maintained by the railroad.

Property-Owners Poor Judges.

But there is no use continuing the indictment; that the property-owners are not competent to judge of what is best for the street should be patent to all (witness the wrangle for the past few months on Fourth street). The only way is to have a competent authority determine what kind of pavement should be laid in certain districts in order that the streets should be of uniform character and be able equally to bear the burden of heavy travel; not have it all pass on one street, as today, for instance, it does on Sixth street, to the impoverishment of the unfortunate property-holders on that street. In the City of Minneapolis on the business streets the abutting property-owners are allowed no voice and no remonstrance can stop an improvement once ordered by the Council.

When once the streets are made on plans prepared by the engineer and approved by the Council the city, responsi-

ble for their construction, should become responsible for their maintenance for a reasonable length of time, say for a properly made stone block street 30 years and so on down through the different kinds of street pavements. As the general public in a large measure and the abutting property-owner only in a small measure get the benefit of the street so in a large measure the general public should pay for the maintenance of the street improvement.

In order to provide the city with funds to maintain the streets authority is given by the proposed charter to levy a tax for street repairs of three-fourths of a mill. (It is now one-fourth of a mill, estimated to produce on this year's assessment about \$60,000, with which to keep in repair 30 miles of streets, elevated roadways and bridges). In addition to the three-fourths of a mill the Council may levy a tax on all classes of vehicles the proceeds of which are to go to the street repair fund. These two provisions should give a fund of from \$50,000 to \$75,000 annually which should be sufficient to care for the streets in a reasonably good manner—certainly to make them infinitely better than they are today, and to bring to an end the existing condition which is a disgrace to our otherwise beautiful city, and a constant cause for humiliation and apology on the part of every loyal citizen of Portland.

A. L. MILLS.

J. N. TEAL.

Discusses Policy of Making It Easy to Prevent Improvements.

THE chief difficulty with the "street" question in this city lies in the fact, that for years it has been the settled policy of the powers who have directed "politics" to make it easy to prevent improvements, and to still further perpetuate their views have taken care to so arrange that no funds were available for maintaining an improvement after it was made. The result being that those who did put down a good pavement had the grim satisfaction of seeing a city's travel wear it out, but the city refuse to even repair a hole.

The fundamental principle underlying even the possibility of good streets, to wit, that the city, as a whole, is more interested in each street than the abutting property-holder, was disregarded, and the result now apparent has necessarily followed. Street, and other railway companies, persons and corporations engaged in business and whose business requires excavating or the use of the streets, with a fine disregard for the rights of the public or the individual property-holder, have cut, dug and slashed around as they pleased. I doubt if there was ever a street improved in the city that was

fine streets if they are to act as sewers, and a sort of dirty backyard for the town. Furthermore, even poor streets, if kept clean, can be endured, but the combination is a little too much. For sanitary reasons, for appearances, for comfort, for every reason, the laws relating to placing or throwing dirt and trash in the streets should be enforced, and the sidewalks kept free of obstructions.

Making Streets.

While under ordinary circumstances each street can be treated as a district, yet power should be given to create districts of all the property benefited, even if it might, in some instances, take in the entire city. In no other way can certain essential permanent improvements be made.

Ordinarily, the adjacent property should pay for the first cost. I concede, that as an abstract principle, this is not sound, but it is the only practical solution where we lay off towns to hold 3,000,000 or 4,000,000 people and populate them with 100,000. A compact, solidly built city might, by general taxation, build the streets in the first instance, but it never could be done where you have 25,000 to 30,000 acres cut up in choice blocks of 200 feet square. The people would not stand for it. Therefore, when you provide for "districts," in exceptional cases, you have gone as far as you can on this road.

Maintenance.

After a street is improved according to ordinance, the city should maintain it. It should certainly do so for a term of years. Good streets will never, as never before had unless this principle is adopted and followed. No work of human hands can last without repair. Then how absurd to even speculate on a street lasting, subjected as it is to constant wear and tear. But it is even more absurd to assume that each individual lot-owner would, yea, could even if he desired, look after it himself. A very slight expenditure properly applied will keep a street order, but if it is not looked after—well, look around you.

City's Power.

As a necessary corollary to the foregoing, if the city's money is to be used in maintaining a street, the city must have the power to prevent an inferior street being built. It must have the veto and exercise it.

I have now exceeded the limits of space assigned me, but if no other reason existed for the people of this city giving their unanimous support to the new charter,