

Lipman, Wolfe & Co.

OF ALL THE WEEKS IN THE YEAR THIS WEEK IS PRE-EMINENT WITH

ATTRactions IN NEWEST, BRIGHTEST AND MOST STYLISH WEARING APPAREL

SPECIAL EASTER DISPLAY OF MILLINERY

No such showing elsewhere. You will be surprised at the magnitude and variety of millinery shown here for ladies, misses, children and babies.

CLOAK DEPARTMENT EASTER DISPLAY

ETON JACKETS

Of fine all-wool cheviot, made in the double-breasted 8-button style and all lined with Rhodamas silk \$7.50

ETON JACKETS

Of fine wool vicuna cloth, made in the new dip front style, all lined with silk and satin facing on revers \$10.00

MOIRE VELOUR BLOUSES

All lined with white satin—strictly tailor-made—at \$12.50

LADIES' TAILOR-MADE SUITS

Of fine all-wool cheviot in black, navy and tan, made in the season's most desirable blouse style, with the new flounce skirt, at \$17.50

LADIES' TAILOR-MADE SUITS

Of imported homespuns, in tan, Oxford, navy and black, made in jaunty Eton style with moire and braid trimming. The skirts are made in the new flounce shape with bands of moire. Price \$22.50

LADIES' TAILOR-MADE SUITS

In Gibson and Maxim styles made of canvas cloth, homespun, etamine and broadcloth trimmed with moire and braid with flounce and flare skirts \$25.00 \$30.00

Exceptional Offering for Easter Week

50 fine tailor-made suits of fine all-wool Venetian cloth in black, brown and castor. The jacket is made in the newest 8-button, dip front Eton shape, strapped with satin and taffeta silk. The skirt is in the new frounce style, trimmed with bands of satin. Real value, \$25.00.

Special, \$18.50

SPECIAL FOR TOMORROW

Gibson Waists in black and white moire velour, trimmed with large buttons, at \$6.00 \$6.50

MOIRE VELOUR WAISTS

Of fine quality moire, made in fancy corded and tucked effects in black, white, light blue and pink \$7.50 \$8.50

EASTER GLOVE SALE

- \$1.75 London Quality Trefousse Kid Gloves, Pique, Suede, Paris Point Embroidery, all the leading shades \$1.45
\$1.25 2-clasp President Kid Gloves, Pique Glace, Paris Point Embroidery, all shades \$1.09
\$1.50 3-clasp Kid Gloves, Overseam Suede, Fillet Embroidery, all shades \$1.33
\$1.75 3-clasp Consuelo Kid Gloves, Overseam Glace, Paris Point Embroidery, all shades \$1.45

We also carry a complete assortment of

DENT'S WALKING GLOVES

in the latest shades. Sole agents for the famous Trefousse Kid Gloves, \$2.00 pr. The best glove made in France. NEW VEILINGS—NEW NECKWEAR—NEW RIBBONS

COSMOS PICTURES

Appropriate Easter gifts—all the ancient and modern masterpieces—reproductions of the world's most famous paintings. Small size, 10 for 25c; large size, 4 for 25c.

WINS A TAME RACE

Cambridge Easily Beats Oxford on the Putney Course.

AMERICANS IN LOSING BOAT

Defeat of the Dark Blues Ascribed to a Boat Not Suited to Them—Theodore Cook's Description.

PUTNEY, Eng., March 22.—The Cambridge crew today fulfilled the expectations of the spectators by winning the 20th boat race with Oxford as they liked. The time was 19 minutes, 9 seconds. At no time throughout the race did Oxford in the slightest degree flatter the hopes of the supporters of the dark blue. Any possible chance which the Oxonians might have had was shattered by the result of the loss of the light blue (Cambridge) all the advantage of station. Immense crowds, as usual, turned out to view the contest and the weather, though showery, was not so inclement as it had been most of the previous years.

Cambridge was the first to take the water, Oxford following after a slight delay, and both crews paddled to the most difficult points at the same time. The start was delayed owing to the force of the tide making it impossible to keep the boats straight. Lieutenant-Colonel Frank Wilson, the umpire, finally got them away in a capital start. As was anticipated, the livelier stroke of the light blues gave them an early advantage and their lead was maintained at every stroke. By the time Craven Steps were reached, Cambridge had a clear length to the good, and it was patent to everyone that they had the race in hand, being decidedly in the lead.

Huntley's somewhat sluggish stroke appeared to be too slow to suit some of the Oxford men behind him. Their weight would have been a disadvantage in the earlier part of the race, had they been given more chance. As it was, each landmark on the river banks found them further and further ahead, and at Harrods Stores their troubles were increased by the wash of their opponents. Off the saccharine works the dark blue's stroke made his effort, and the Oxford crew struggled only for a few strokes. Nelson (Cambridge) did not quicken his stroke, and the gap was reduced to about a length as the boats shot under Hammer Smith Bridge. The effort took all the steam out of the Oxonians, their stroke dropped from 27 to 23, and the race was practically over. Cambridge came right away, pushing comfortably at an average of 28 strokes to the minute, and increased her lead without the slightest effort. Before reaching Barnes Bridge, the dark blues were in the greatest trouble, while the light blues, amid hearty cheers, paddled past the ship at Mortlake, the easiest winners of the latest university boat race in history.

The official time of the finish was 19:09, and the distance separating the two boats was officially given out as being five lengths, but it was nearly ten. The spectators, especially the Oxonians, were not slow to show their resentment at the somewhat rare spectacle of a university eight absolutely routed by the dark blues. The defeated crew included the brothers Milburn. This was the first time on record that two Americans participated in an Oxford-Cambridge boat race. The expert rowers, who were rowing in the Cambridge boat, showed fine style. Shortly after the race the Milburns informed a representative of the Associated Press that they had been well coached by the Americans, and they had quite recovered from the strain and felt in fine condition. Many old "blues" congratulated the Americans on the fine showing they made, and hoped they would be back in the next year. Large crowds of Americans were present to see the Buffaloniens row.

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COOK'S ACCOUNT OF THE RACE

Oxford Rowed in a Boat That Was Not Suited to Them. LONDON, March 22.—The following description of the boat race was written for the Associated Press by Theodore Cook, the well-known Oxford oarsman: "Cambridge won the boat race by over five lengths. For the first time in the history of the American rowing clubs in one crew. But unluckily the brothers Milburn were not in the winning boat. "Many of the critics put down Oxford's failure to the fact that they rowed in a boat not suited to them at all. Dr. Warre designed a new boat for this year's race which differed from his model of last year, but it was quite suited to the Oxonians, with the result that they were obliged to use the boat which had been strained in last year's race and this year's practice. Cambridge, on the other hand, was exactly suited with a new and very handsome and beautifully-built boat. The water was frightful, but there was not much wind, which favored Cambridge. It was both a very good start, and Cambridge put in 38 strokes to Oxford's 37 in the first minute. At the end of that period, Cambridge began to establish a lead, which was never lost. At the Crab Tree, Cambridge was a length ahead, and the mile was done in four minutes, 40 seconds, in a fearful storm of rain.

"At Harrods, both boats were rowing 22. Young Milburn, at two, was doing good work at this point, and his big brother, at three, was heaving his weight on so that the water boiled about his blade. But Cambridge made the gap two lengths of open water under Hammer Smith Bridge, which was passed in seven minutes, 22 seconds, Oxford being more than 30 seconds behind. This advantage the light blues retained for some time, but after passing Chiswick, Oxford made a magnificent start in which the power and swing of J. B. Milburn and Long were especially remarked by every spectator. The result was soon seen, for the dark blue crew, which was rowing in a boat not suited to them at all, wiped a length off the lead, but they could do no more.

Chiswick Church was passed in 31 minutes, 20 seconds, by the leaders, who were kept very lively, and at the beginning of Duke's Meadows, Huntley called on his men for the effort of their lives. They cannot catch Cambridge, which was rowing with desperate energy, but the boat would not respond. Whether she was overstrained or her oars were entirely a mistake, as most good judges think, she certainly did not credit to Dr. Warre when the pace was most wanted. Nothing seemed so close that fatal gap and before Harrow Bridge was reached in 15 minutes, 50 seconds, Cambridge, rowing with immense vigor and dash, crossed to the better water on the Middlesex shore a long way ahead of her courageous rival.

"Cambridge had all the luck, won the toss and naturally chose the Surrey side, for in that long figure eight, which is the English championship course, the boat on that side has an advantage along the huge bend about two miles and a half in length. The Middlesex station has an advantage from Barnes Bridge home, but Cambridge was so far ahead that she was able to take even this advantage from her plucky, but defeated, rival. Not a man of the Oxford crew gave up until the flag fell. They were rowing as hard when they came in as when the issue was still uncertain, in the first stages of the race.

"There has never been so large a crowd all along the four and a quarter miles of this trying course. By the large number of Americans present, it was evident that they understood the exceptional interest attached to this contest. The boat race, which was enhanced by the good work done by the two Buffalo boys."

CLEAR SIDEWALKS

Civic Improvement Association Favors Action.

BICYCLE RACKS ATTACKED

Chief of Police and Commissioners Say They Cannot Enforce the Law With the Present Small Force.

The obstruction of sidewalks and streets in the business districts of the city was brought before the meeting of the Lewis and Clark Civic Improvement Association yesterday afternoon, and was discussed by the heads of the Police Department, by wholesale and retail dealers, and by members of the organization. The result of the whole discussion was that the police had to use a great deal of discretion in ordering the removal of obstructions, many of which were permitted by the Common Council; that wholesale dealers as a matter of convenience, and retail dealers as a matter of business, should be allowed to use a part of the streets, and that the sidewalks should be cleared of all obstructions. No action was taken in the matter, but the members showed clearly by their applause of a speech in favor of clear sidewalks that they disapproved of the present barricade in the business district.

The meeting was attended by Police Commissioner Cohen and Bates, Chief of Police McLaughlin, Secretary Ras, of the Police Department, and also a number of merchants, to attend the meeting, but only a few of the latter were able to be present.

After the transaction of minor business the president read the city ordinance regarding the obstruction of streets, and he called attention to the fact that goods are not allowed to be displayed on the sidewalks. Some dealers alleged that they were entitled to a space of two feet on the sidewalks, and to explain the question he had invited the police representatives to be present. He called upon Chairman Cohen, of the Board of Police Commissioners, for remarks, and Mr. Cohen was not slow in responding. Introducing himself to the association, Mr. Cohen said Mr. Gibson had put words into his mouth which he had not uttered. He was in full accord with the objects of the association, but the reports of the previous meeting had a political tinge. So far as he was concerned, every attention would be given to the streets. In some cases there were necessary exceptions. The police could not say to a front-street produce merchant, "You cannot leave your pavement on the pavement more than an hour."

"I do not think," said Mr. Cohen, "that that is the spirit of the ordinance. I do not believe that the object is to interfere with the regular course of business. The object is to stop what should not be. Suppose the city should enforce the letter instead of the spirit of the ordinance. We have 42 patrolmen, divided into three watches. The day watches are necessarily short, and the 19 men on duty cannot count the woodpiles or measure the awnings in the city. Ten years ago, before consolidation, we had twice as many officers as at present. Our payroll now is only about \$2000 a month; then it was about \$1000. Here the men work 30 hours a day; in San Francisco, six hours."

Not Enough Policemen, Says Cohen. Of the removal of woodpiles from sidewalks, Mr. Cohen said that great pressure could not be exerted. Often the people could not get sawyers, and force should not be used unless the rights of citizens were outraged. As to retail dealers, some were barely making a living by the display of a few yards of muslin, etc., outside their stores. The greater part of the city's business was done by four or five big stores. The Police Department was small. Throughout the United States the average number of policemen was one to every 500 inhabitants, except in San Francisco, where the charter required one officer to every 500 inhabitants. In Portland the ratio was one to every 200. In San Francisco the officers worked six hours a day; in Portland, nine, 10 and 12 hour. Under the new charter the city must increase its police force, for the proposed law provides that eight hours shall constitute a day's labor. Before

he would have to go out of business. I told him he could use the street, but that he must keep it and the sidewalks as free from obstruction as possible. "The other business parts of the city were no freer from congestion than Front street, the Chief said. In front of all the iron works and mills there is more or less material piled. Where new buildings are being constructed there is more or less rubbish. The police have ordered it cleared away, but the contractors have laughed at them and have produced permits from the City Engineer giving them the use of the sidewalks.

President Gibson asked: "If a number of leading business men and members of the association should draw up an ordinance restricting the city in regard to obstructions in the same manner as the fire limits are now set, could the law be enforced?"

"That would be a hard thing to do," answered Chief McLaughlin. "We have an ordinance against the erection of signs over sidewalks. We refuse permission to erect signs over sidewalks. We have a sign six feet in height, with advertisements on it. We ordered him to move it away, but he said, 'Look up the street,' and he pointed to one here and another there."

On Removal of Bicycle Racks. "Are any of these racks protected by ordinance?" asked George M. Hyland. "With the bicycle, the racks came in," said the Chief. "Let us take all the racks off the sidewalks," said Mr. Hyland. "What will you do with the bikes?" asked the Chief. "Let them take care of themselves," was the answer.

"If you take the racks off you will have a revolution in the city," was the rejoinder.

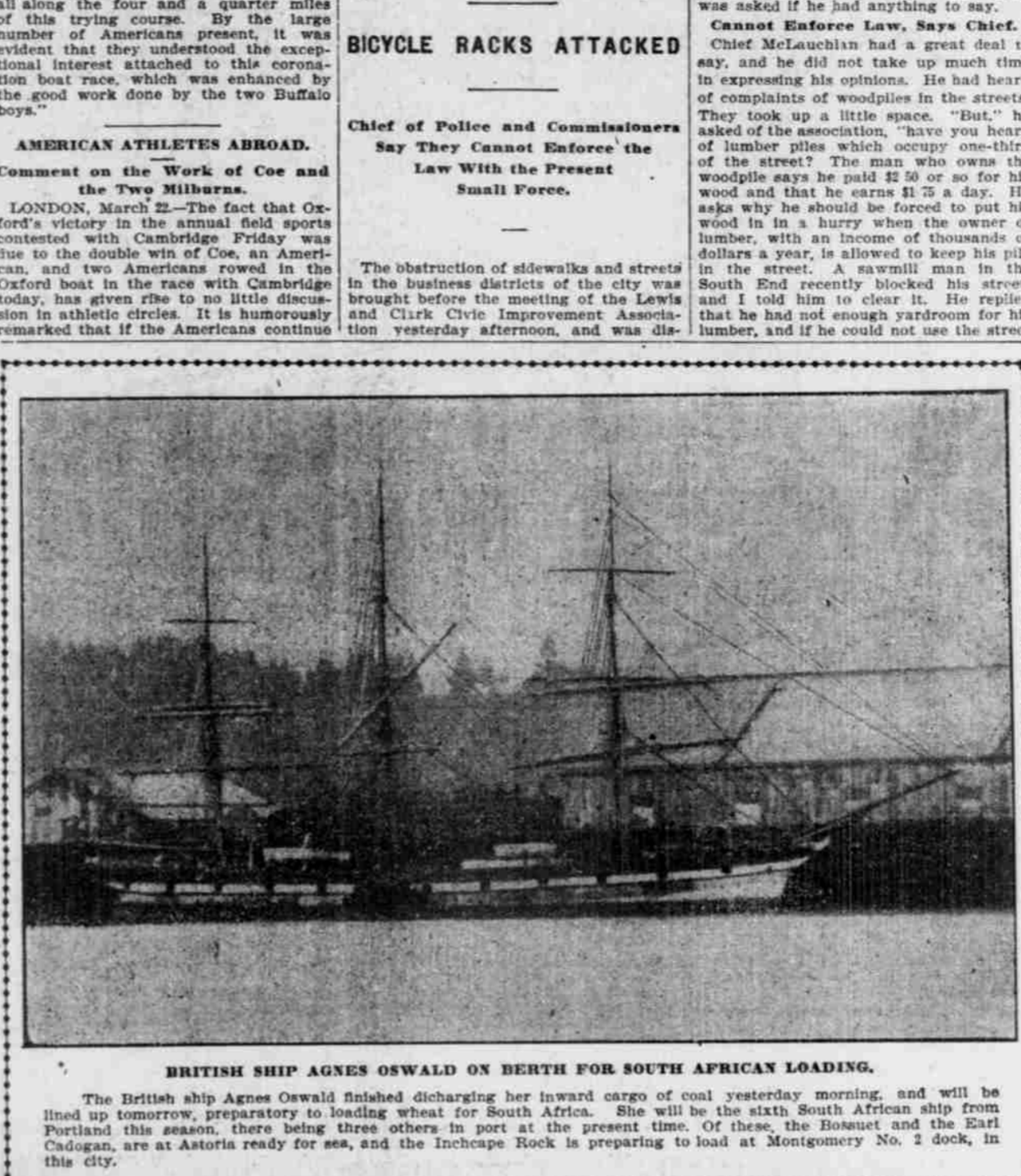
Views of Ex-Senator Corbett. H. W. Corbett was called upon next, and he said that in the market districts of New York and other cities the sidewalks were often obstructed, and privileges were granted to men engaged in certain lines of business. A public market would be one solution of the problem. Speaking of woodpiles, he said he had five cords of wood in front of his own residence for several days, which he did not order stored away on account of the inclement weather. Some wood had also been piled in the rear of the Hotel Portland, because there was not storage room for it. As president of the Lewis and Clark Corporation, Mr. Corbett wished to make the city an attractive spot for the 1906 fair. He believed that much good would result if the Common Council passed an ordinance requiring the laying of concrete walks on streets from Front to Third, and from Columbia to Gilsan, inclusive, before January 1, 1904. Mr. Corbett introduced a resolution to this effect, and on motion of Mrs. Marquam it was adopted unanimously.

Leo Fride said bicycle racks were not permitted in Eastern cities. For the retail merchants, F. Dresser said that some space should be allowed for the display of goods. Six years ago the sidewalks were ordered cleared of displays, and the result was that the merchants' business decreased one-third. In answer to questions he said that vegetables so exposed did not attract flies, and that fruit could not be displayed in windows as in the East, because Portland stores were not provided with such display windows. His firm had asked its landlord to place such a window

(Continued on Page 10.)

BRITISH SHIP AGNES OSWALD ON BERTH FOR SOUTH AFRICAN LOADING.

The British ship Agnes Oswald finished discharging her inward cargo of coal yesterday morning, and will be lined up tomorrow, preparatory to loading when for South Africa. She will be the sixth South African ship from the port at the present time. Of these, the Bosuett and the Earl Cadogan, are at Astoria ready for sea, and the Inchcape Rock is preparing to load at Montgomery No. 2 dock, in this city.



CHOLERA AT MANILA

Efforts Being Made to Check Its Spread.

MANY CAMPS OF INSPECTION

Sixteen Cases and Fifteen Deaths Among Natives in Two Days—Sanitary Education of the People.

MANILA, March 22.—The Board of Health is making a strong effort to prevent the spread of cholera. There have been 16 cases and 15 deaths among the natives in two days, and other natives are suspected of having contracted the disease. The importation of vegetable matter from China is prohibited; inspection camps are being established in every district, and leaflets are published advising the people to boil their drinking water before using it. Finally, every one is urged to co-operate in the destruction of this dangerous enemy.

MAJOR WALLER'S TRIAL. Prosecution in the Case Closed Yesterday. MANILA, March 22.—The prosecution in the trial by court-martial of Major Littleton W. T. Waller, of the Marine Corps, on the charge of executing prisoners on the island of Samar without trial, closed today. Captain Arthur T. Marx, of the Marine Corps, representing Major Waller, opened the defense by promising to show five things—the work of the firing party, the nature of Major Waller's services in Samar, the treacherous character of the natives, the conditions at the base, and the fact that the execution was necessary and justifiable.

Colonists for Manila. SAN FRANCISCO, March 22.—Efforts are being made by a number of local capitalists to take advantage of the low railroad rates from the East and send a number of colonists to Manila. The promoters of the enterprise hope to get up a rush to the islands that will equal, if not eclipse, the rush to the Northern gold fields. As soon as the legislation relating to the islands, now pending before Congress, is finally passed, a wholesale descent will be made upon the islands. It is the expectation of the promoters that the land laws of the United States will be applied to the islands and that the thousands of acres now idle will be filled with American farmers and miners.

Health Conditions in Tropics. WASHINGTON, March 22.—War Department officials, alarmed by the rapid increase in disease among the troops in the Philippines and other tropical stations, have issued an order to commanding officers enjoining upon them the strictest scrutiny over the habits and morals of the troops and instructing them to enforce these rules and influence the men regarding their health.

Switch Engine's Mad Race. How a Train Dispatcher Averted a Bad Collision. INDIANAPOLIS, March 22.—A mad race with a switch engine after a fast freight train which had been given the right of way, and was drawing closer every moment upon another train which was advancing in the same direction, was the method utilized to prevent a wreck on the Baltimore & Ohio Southwestern Railroad. The dispatcher at Washington gave a fast freight train the right of way over another fast freight which was at Washington, eastbound. The orders put both trains on the main line with the right of way.

Shooting at a Spelling Bee. VIENNA, Ill., March 22.—At a spelling match given at the schoolhouse at Double Bridges, Simpson township, this county, in a desperate shooting affray occurred, Frank Rushing and John Adams, two young men of the neighborhood, had been paying their respects to the same young woman, and she had told Adams that she would have no more to do with him. This so enraged him that he swore vengeance on his rival, it is said.

Mrs. French Not Murdered. BOSTON, March 22.—Police officials here state that there is no reason to believe that Mrs. Julia M. French, whose body was found on the top of the schoolhouse door, was murdered. Medical Examiner Draper has stated positively that her death was the result of an accident, and the police have not been able to find anything that would controvert the medical examiner's report.

Dr. English Recovering. NEWARK, N. J., March 22.—Dr. Thomas Dunn English, the author, who has been ill for several days, was better today, and is thought to be on the road to recovery.