



Lipman, Wolfe & Co.

ONLY SIX DAYS MORE OF OUR GREAT SALE

Thousands of articles which are now greatly reduced in price will go back to their regular prices at the end of the 6 days. This will be a great week for decisive economies here. On account of our anxiety to clear up our stocks here, previous to our annual stocktaking, unusual sacrifices will be made. The thousands of wise and thrifty people in Portland will find unusual opportunities here for making most advantageous purchases.

Great Clean-Up Sale

Cloak Department

No telephone orders filled. None sent on approval.

Ladies' tailor-made jackets, tan, castor, black kersey, all this season's styles, selling until now at \$5.50, \$9, \$10, \$12.50, all will be sacrificed at one price **\$5.65**

500 this season's Percale and Flannellette one dollar Wrappers **50c**

\$3.00 Black Mercerized Sateen Petticoats, double accordion plaited ruffle, at **\$1.98**

All our fine tailor-made French Flannel Waists, the \$6.00 and \$7.50 styles, at **\$3.48**

Tailor-Made Suits

About 75 fine tailor-made Suits, two or three of a style, in a variety of styles and materials, will be sacrificed.

Tailor-made Suits, regular \$15.00, will be sold at **\$8.95**

Tailor-made Suits, regular \$20.00, will be sold at **\$12.50**

Tailor-made Suits, regular \$25.00, will be sold at **\$15.00**

Tailor-made Suits, regular \$27.50, will be sold at **\$16.45**

Tailor-made Suits, regular \$35.00 and \$37.50, will be sold at **\$19.85**

LA VIDA

La Vida Corsets are exactly the same as custom-made corsets. They are equal in quality, in fit and certainly in style, to made-to-order garments at very high prices. Only the most expert labor is employed in their manufacture, and every number is wrought entirely by hand.

There's a special La Vida Corset for each distinctive build of figure, and thus it is possible for us to guarantee an absolutely proper fit to all customers. La Vidas are made of imported materials. Filled with pure whalebone. All at reduced prices. Special

\$2.39 \$3.25
\$4.39 \$6.50 up

Advance Messengers of Spring—Exquisite

White Waistings

White Basket Oxfords—woven in choicest designs of fine mercerized yarns, \$1.00, 75c **50c**

White Silken Jacquards—white ground in lapped weave over which are embroidered dainty sprigs in blue, pink and yellow, yard **80c**

Anderson White Waistings—white Oxfords in stripes, dot and floral designs, \$1.00 to **45c**

Some of the choicest selections of the year may be secured right now and at Sale Prices.

Star Sales Hosiery

Ladies' Fast Black Lace Lisle Hosiery—allover and lace front designs, regular 25c, at **18c**

Ladies' Fast Black Lace Lisle Hosiery—allover designs, fashioned foot, regular 35c **26c**

Ladies' Woolen Hosiery—ribbed and plain, with ribbed top, regular 25c **18c**

Ladies' Fancy Hosiery—embroidered fronts, vertical and all-around stripes **42c**

Ladies' Fast Black Lace Lisle Hosiery—full fashioned, lace front and lace boot **42c**

Boys' School Hosiery—heavy ribbed, famous "Wearwell Brand," regular 25c **20c**

Misses' Fine Ribbed Cotton Hosiery—fast black, regular 25c **20c**

Muslin Underwear

Hundreds of Bargains in Best Muslin Underwear—Star Sales in

Chemise at, special **42c, 59c, 79c, 98c**

Corset Covers at, special **25c, 39c, 49c, 79c**

Skirts at, special **49c, 79c, 98c, \$1.39**

Gowns at, special **45c, 59c, 79c, 98c, \$1.19**

New Spring Weaves in

Black Dress Goods

New Etamines, Mistrals, Volles, Twines, Crepes, Bengallines, Crashes, Hopsacks, etc.—all at sale prices. Special, 59c, 82c, 98c, \$1.20, \$1.39, \$1.54 up.

Cream Wool Fabrics

New Spring weaves, all at sale prices—New Etamines, Fish Nets, Granites, Hopsacks, Chevots, Mistrals, etc. Special, 59c, 82c, 98c, \$1.20 up.

Domestic Department

3000 yards 28-inch Dress Prints, fast colors, black and white and cadet blue, in choicest designs, very desirable for wrappers, etc., special **7 1/2c**

28-inch Gingham in stripes and checks, black and white, blue and white, special **8 1/2c**

Pillow cases, 45x36 inches, plain hemmed, ready for use, special **16c**

45x36-inch Hemstitched Pillow Cases, special **14c**

Flannelettes, an assortment in season's most approved colorings and designs, regular 12 1/4c and 15c at **9c**

Star Sales of Silks

2750 yards best quality 1903 Wash Silks, per yard **43c**

1000 yards Colored Taffeta Silks in all the leading shades **62c**

1250 yards Imported Louisines in all the most desirable colorings **69c**

All Black Silk Grenadines at surprising reductions.

Arnold, Constable & Co. Guaranteed Black Taffeta Silks—These famous black silks on sale for only a few days more, at reduced prices.

19-inch Arnold, Constable & Co. Guaranteed Black Taffeta Silks, regular 85c at **73c**

24-inch Arnold, Constable & Co. Guaranteed Black Taffeta Silks, regular \$1.00 at **85c**

27-inch Arnold, Constable & Co. Guaranteed Black Taffeta Silks, regular \$1.25 at **\$1.05**

Watches

Boys' Watches, nickel case, open face, stem wind and set, American movement, special \$1.88, \$2.00, \$2.19

Girls' Watches, sterling silver, open-face case, genuine American movements, special **\$4.69**

15-year gold-filled, open-face case with genuine American movement, special **\$6.25**

All Ladies' and Men's Watches at greatly reduced prices.

Portieres and Lace Curtains

At much depressed prices. Housecleaning goes on right merrily on the Upholstery floor. Stocks are being curtailed in every direction; and women with homes to brighten with new curtains and draperies are eagerly seizing the chances offered by the wholesale price-reductions.

Take, for instance, these offerings of Portieres and Lace Curtains:

PORTIERES

Mercerized Portieres trimmed with cords at \$7.00; reduced from \$10.00.

Heavy Reversible Portieres—fringed top and bottom, special \$5.00, \$4.40, \$3.95; reduced from \$6.50, \$5.00 and \$4.50.

Novelty Portieres in Oriental stripes, fringed top and bottom, at special, \$3.40 and \$3.10.

COUCH COVERS

In addition to reduced prices on all couch covers we offer:

100 Oriental Stripe Couch Covers—3 yards long fringed all around at special **\$2.10**

85 Oriental Stripe Couch Covers—3 yards long, fringed all around at special **\$1.35**

BRUSSELS LACE CURTAINS

Were \$5.00, \$7.50, \$10.00, \$12.50, \$15.00
Now \$3.25, \$6.00, \$ 8.50, \$ 9.00, \$11.00

IRISH POINT CURTAINS

Were \$3.50, \$5.00, \$7.50, \$10.00, \$12.50
Now \$2.00, \$3.25, \$6.00, \$ 8.50, \$ 9.00

Scotch Lace Curtains at special 88c, \$1.05, \$1.35, \$2.25 up.

All Point d'Arabe Curtains at greatly reduced prices.

DRAPERY MATERIALS

An assortment of \$2.75, \$2.50, \$2.00, \$1.75 and \$1.50 Tapestries at **\$1.00**

An assortment of 50c, 60c and 85c Tapestries and Upholstering material at **35c**

BRIDGE BILL IS UP

Citizens Discuss Project With Delegation.

FRANCHISE RIGHTS IN QUESTION

Passage of Measure Will Not Be Urged Until Legal Advice Is Had—Other Bills Receive Attention.

The Multnomah delegation last night met at the City Hall. The session was an open one, and a number of prominent citizens took part in the discussions. The subjects treated were those of the new Morrison-street bridge, the bond issues of the Port of Portland Commission, the Sellwood ferry, and the proposed State Information Bureau.

The delegation decided not to urge passage of the bridge bill in the Legislature this week, or until it had received legal advice upon a number of questions concerning the franchise rights which the City & Suburban Railway Company now holds to the bridge. Several of these questions are: Whether the present franchise of that company, under which the city receives \$150 a month for the use of the bridge, could be condemned in the interest of the city; whether, if this could not be done, other railways desiring to use the bridge could secure the privilege for \$100 per month; whether the City & Suburban Railway would have cause for damages against the city in case of interruption of its traffic while the new bridge was under construction. C. F. Swigert, manager of that company, said that his corporation did not have exclusive rights to the bridge for its cars—only to the tracks up to the bridge. The question was also discussed whether the street-car companies which would use the bridge could not be induced to bear part of the expense of construction. Mr. Swigert declined to respond to that question, because, as he said, it had not been considered by his company, and the answer would have to come from the directors and not from the manager. He intimated, however, that he thought the city and his company could make an arrangement about the construction of the bridge. It would be advantageous to the city and business for his company for both to do so. But he declined to say what "arrangement" his company would make.

O. F. Paxton, president of the Portland Railway Company, proposed an amendment to the bill before the delegation whereby tracks leading to bridges should be used in common by all railways. This he said, was necessary in order to give the Oregon Water Power & Railway Company and the Portland Railway Company access to the bridge. This amendment was taken under advisement by the delegation.

Members of the delegation present were: Chairman C. W. Hodson, Secretary G. H. Hirsch, Holman, George T. Myers, Alex. Sweek, F. P. Mays, G. M. Orton, O. W. Nottingham, S. B. Cobb, A. A. Bailey, J. S. Hutchinson, H. J. Platt, W. W. Banks, Sanderson, Reed, W. N. Jones and Dan J. Malarkey. Three members were absent: W. R. Hudson, James E. Hunt and Henry E. McGinn.

Others present were: M. C. Banfield, C. F. Adams, C. F. Adams, D. C. Flanders, representing the Port of Portland Commission; W. M. Ladd, W. L. Boise, O. F. Paxton, J. N. Teal, C. A. Brandes, E. D. Brannick, Thomas H. Heston, D. C. O'Reilly, N. P. Tomlinson, William Killingsworth, L. L. Hawkins, A. L. Mills and Hiram Bennett.

The discussion of the bridge was opened by Senator Mays who wished to be informed whether the new bridge was necessary. This question brought forth a series of years from residents of the East side, the first being Representative Cobb, who said the bridge was inadequate; that it would soon be unsafe and that the present Legislature should authorize a new structure as soon as to remove a source of danger and an eyecore to the public and to prepare for the Lewis and Clark Fair.

Mr. Ladd said the bridge should be rebuilt as soon as possible. "The new structure," he remarked, "should earn out of the street-car companies enough money to keep up repairs. If possible you should insert in the law a provision for tolls on street-cars."

Mr. Ladd's opinion was the opinion of the meeting, and a general discussion followed about the terms of the franchise of the City & Suburban Railway over the bridge. The upshot of the discussion was that a committee, composed of W. L. Boise, W. D. Fenton and E. M. Brannick, was delegated to look into the legal status of the matter and to confer with that company as to terms which it would make with the city. Mr. Paxton remarked that his company was willing to bear its part of the burden toward making the improvement. Mr. Swigert was invited to make the same declaration for his company, but he declined to be inveigled into that. He was pressed rather hard several times about the \$150 a month, and said that that payment was really not a rental, but part of the purchase price of the bridge, which was bought in 1885.

Remarks by Mr. Teal, Mr. Heston, Mr. Brannick, Mr. Boise and Mr. Swigert were to the effect that the new bridge was very much needed and that it must be built within a short time. The improvement would have to be made within the next one or two years, and if the Legislature should authorize it now, there would be plenty of time to prepare for the sale of \$400,000 bonds and to get the best terms possible.

M. C. Banfield, president of the Port of Portland Commission, said that shipping interests required that the pier of the new bridge should be located differently from that of the old.

The Sellwood ferry was championed by Representative Nottingham. Consideration of this matter was postponed so that the people of Sellwood might make themselves heard. "They'll come," remarked Mr. Nottingham. "They'll tell you all about it."

W. M. Killingsworth addressed the delegation in behalf of the proposed \$2 mill bond issue for an information and Immigration Bureau. Each county is to expend its own fund, under the bill he is advocating. The central bureau is to be at Portland and a minor bureau is to be in each county.

Mr. Flanders argued in behalf of the bill, which has been drawn up to authorize the Port of Portland to issue \$500,000 in bonds for funding its indebtedness. These bonds are to run 10 years and one-tenth of them, or \$50,000, is to be redeemed each year. The commission says it can do this with its regular levy. If the bill were not to pass a 5-mill levy would be necessary next year. Of the \$500,000, \$250,000 is to pay for the new dredge and \$250,000 is for other expenses.

Mr. Flanders also advocated a provision

MABINI NOT A PRISONER

But Insurgent Filipino Cannot Go Home Without Taking Oath.

WASHINGTON, Jan. 24.—President Roosevelt today transmitted to the Senate his answer to the resolution of Senator Hoar calling on him to inform the Senate what government is now existing in the Island of Guam, and asking why Mabini is detained in that island. The President's letter is as follows:

"To the Senate.—In response to the resolution of January 15, I transmit the attached letter from the Acting Secretary of the Navy with inclosures which contain fully and specifically the information asked for.

"In reference to the case of Mabini, especial attention is drawn to the communications of the Secretary of War, notably his communication to the Department of the Navy of January 13, 1902, the special dispatch of July 18 from the War Department to General Chaffee, commanding the division of the Philippines, and to the communication of the Acting Secretary of the Navy of July 26 to the Governor of

IN TWO DIVISIONS

Improvement of Columbia River Will Continue.

HARTS TAKES UPPER RIVER

Will Carry Out His Plans at The Dalles and Celilo—Captain Langitt Will Remain in Charge of Lower River.

OREGONIAN NEWS BUREAU, Washington, Jan. 24.—Captain W. W. Harts, of the Engineer Corps, who has been relieved of duty in the Philippines and ordered to

ENGINEER IN CHARGE OF UPPER COLUMBIA RIVER IMPROVEMENTS



CAPTAIN W. W. HARTS, U. S. ENGINEER CORPS

Guam, inclosing said letter from the Secretary of War and directing that action in accordance therewith be taken.

"By these letters the Governor of Guam is explicitly directed to release from detention all prisoners, and it is presumed that he has acted accordingly, but to provide against the slightest chance of misapprehension he had been specifically directed that all persons found in the island under the direction of the War Department shall be released in accordance with the terms of the Secretary of War's letter of July 18. In other words, the inhabitants of the Philippine Islands named Mabini concerning whom a special inquiry is made in the resolution of the Senate, is at liberty to go on a Government transport outside the Philippine Islands where such transport touch without taking any oath of allegiance whatsoever, and is allowed to go to any part of the world save the Philippines without the act of the Philippine Commission demanding that he take the oath of allegiance.

"This is also a condition of the proclamation of peace and amnesty.

"THEODORE ROOSEVELT."

Portland, will resume his old post in charge of improvements of the Upper Columbia River and its tributaries. He will not relieve Captain Langitt, as erroneously stated yesterday, as Captain Langitt will continue in charge of the improvement of the mouth of the Columbia and the lower river. In view of the importance of the proposed opening of the Columbia at The Dalles and Celilo and because of Captain Harts' familiarity with that project, it was deemed advisable to relieve Captain Langitt of this part of his work, especially as the improvement of the mouth of the river will occupy most of his time. It has not yet been finally determined what plan of improvement will be followed at The Dalles, but the recall of Captain Harts is taken to mean that his project will in the main be carried out.

Portland is headquarters for two engineering districts, but two were placed under one officer about two years ago when funds became depleted and operations in many localities ceased. At that time no work was under way at The Dalles.

It is expected that Captain Harts will reach Portland early in the Spring, in time to commence work at The Dalles as soon as the board reports and its recommendations are approved.

In this connection it should be said that Louis M. Haupt, of the Isthmian Canal Commission, is using every effort to secure a recommendation for the adoption of his reaction jetty plan for improving the mouth of the Columbia, although he doubts if the board will report in his favor. There is reason to believe that the engineers generally do not regard a reaction jetty as practicable, although theoretically efficient. The Haupt jetty at Aransas Pass, the engineers claim, is not a success, although Haupt himself insists that it provides and maintains a deep channel. If the board, which will report in about 10 days, is adverse to the Haupt plan, further insistence on his part will accomplish no good and result only in delay.

WRECKED BY ROBBERS.

Colorado Southern Train Object of Plot Which is Not Completed.

TRINIDAD, Colo., Jan. 24.—A Colorado & Southern passenger train was wrecked last night four miles south of Waterville, N. M., under circumstances indicating an attempt at train robbery. The train was running at a high rate of speed when the wreck occurred. The engine, express car and smoker turned over. Four persons were injured, two of whom may die. All of the passengers were shaken up.

The injured are:

John Patton, engineer, badly scalded.

I. N. Schoonover, Purdy, I. T., Internal injuries.

J. M. Robertson, fireman, back sprained.

C. H. Jenkins, express messenger, bruised about body.

The injured are in the hospital here.

An investigation showed that spikes had been pulled and the fishplates connecting the ends of the rails had been removed and thrown to one side. The tools with which this work had been done had been stolen from a section-house. Footprints near the scene of the wreck indicate that three men were concerned in the job. The robbers had planned everything with care and precision, but evidently their nerve deserted them at the last moment, or else they saw the wreck was not serious enough to warrant them in making an attack.

FOR CARNEGIE INSTITUTE

Trustees Make Allotments for Carrying on Certain Work.

WASHINGTON, Jan. 24.—The executive committee of the Carnegie Institute held a meeting here today at which the principal features were the allotment of appropriations to encourage work in certain branches of science, and a discussion of the policy of encouraging exceptional talent by the appointment of a number of research assistants at fixed salaries. All the members of the committee, except Secretary Root, were present. Another meeting will be held here in the middle of February.

The grants decided on today were not made public, in accordance with the fixed policy to leave the publication of such matters to the trustees. Some of them, however, is of unusual interest, and none involved very large amounts. It was announced that the total grants so far made by the institution aggregate \$200,000, which is the sum allotted by the trustees for this purpose during the year 1903.

Named After President's Daughter.

BALTIMORE, Jan. 24.—Mr. and Mrs. William T. Hollenshade, of this city, have a baby daughter named after Miss Alice Roosevelt. The baptismal service was interesting. The parents are deaf and dumb, as is the Rev. D. E. Merilan, who officiated. The ceremony was conducted in the sign language. Miss Roosevelt had been informed of the parents' intention to name their baby after her. Last Monday Mr. and Mrs. Hollenshade were made happy by a letter from Miss Roosevelt, in which she thanked them for the honor and wished the baby health and happiness.

Can't Accept Carnegie's Gift.

SPRINGFIELD, Mo., Jan. 24.—Judge Neville, in the Circuit Court here today, held that the tax voted by the city to maintain the Carnegie Library is illegal, because the levy exceeds the debt-making power of the city. Mr. Carnegie had already given the city \$50,000 agreed upon for a building, and the sum has been spent.

Episcopal Bishop Paralyzed.

WILMINGTON, N. C., Jan. 24.—The Right Rev. Alfred Augustine Watson, bishop of the Protestant Episcopal Diocese of East Carolina, who is 86 years of age, has had a stroke of paralysis affecting his right side and arm, at his home. It is said that the bishop is perfectly conscious, but he is not expected to recover.