



Lipman-Wolfe's

New Spring Merchandise Here in All Departments

Extra Quality considered, our prices are always the lowest, both on regular and sale merchandise. As comparative prices in Portland today are generally exaggerated, and therefore misleading, they have been purposely omitted in this advertisement. On comparison our values will be found to be equal or better than those asked for the same articles represented elsewhere as worth considerable more. The values quoted in this advertisement are extraordinary. We ask you to inspect the merchandise.

Entirely Exclusive Lipman-Wolfe Novelties for Spring, 1909

In garments and dress fabrics of all kinds we show all the recent Paris color tones—catawba, taupe, smoke gray, castor, wistaria, Italian blue, peacock, camel tan, wood brown, amethyst, chamois, olive green, laurel, vieux rose, loutre, ashes of rose, Rouen blue, bordeaux. As usual, many of the great makers confine their exclusive novelties to Lipman, Wolfe & Co. Nearly every new silk pattern is exclusive here. Here you will find exclusively the high novelties in Pellard Tailor-Made Suits, Cheney's Foulards, Castleton Waists, Wolington Neckwear, Onyx Hosiery, La Vida, C. B. and W. B. Corsets, Etc., Etc. We call especial attention to a full showing of the exquisite Tailored Suits of PELLARD, of New York and Paris. In these suits are seen the novel ideas of the leading dressmakers of Paris. The colors are exclusive, the styles are entirely different from the lower-priced suits. Every day we open more new goods in each department. New neckwear in great variety.



Spring Lace and Embroidery Sale

If we followed our usual policy of giving the former selling prices of these items, you could hardly believe them. We simply assert that these values have never been surpassed in Portland. Hundreds of patterns in every style of embroidery.

Embroideries at 23c the Yard

Thousands of yards of extra grade Swiss, Nainsook and Cambrie Embroideries, in edges, insertions, double-edge bands, galloons and corset-cover embroideries, in a large variety of patterns; special value, per yard..... 23c

Embroideries at 17c the Yard

Many dainty styles of new Embroideries in blind and open designs; widths to 15 inches; edges and insertions on sheer or heavy cloth, at the exceptional low price, yard..... 17c

Nainsook Baby Patterns 15c

Special lot of new designs in baby patterns in swiss and nainsook materials, open and blind designs; many patterns to select from; unusual values, special..... 15c

Allover Embroideries 67c Yd

Several hundred yards of full 18-inch wide allover embroideries in many pretty styles, swiss and nainsook materials; special sale price..... 67c

Valenc'nes Wash Laces 12 1/2c

Large variety of Plat Val. Wash Laces, with Edges and Insertions to match. Many pretty patterns, at the very low price of..... 12 1/2c

Clean-Up of Laces at 19c Yard

We offer some extraordinary special values at a general clean-up price; many beautiful patterns in this lot, at the low price of..... 19c

Philadelphia Picture Sale Sensation at \$1.00



In response to hundreds of inquiries concerning a repetition of our great "Philadelphia Picture Sale," which aroused the interest of all Portland picture lovers, we notify the public that we have purchased 1000 framed pictures—exact duplicates of those in our former sale—the greatest values ever known in Portland at any sale. All kinds of sizes and subjects, treated in various styles, artistically framed in fine quality hardwood frames. You owe it to yourself not to miss the extraordinary values in this sale of pictures for..... \$1.00

Women's Gloves, \$1.15

One-clasp, extra grade Mocha Gloves in gray, brown and tan, every pair fitted by expert fitters. Monday sale price..... \$1.15
1-clasp, Dent style Cape Gloves, all sizes, in assortment of tans; most popular glove; Monday..... \$1.15



New Tailored Suits \$27.50

Out of many hundreds of new suits we have selected this lot to sell at extra values at \$27.50. They are the smartest 1909 suits in black, navy, reseda, rose, olive, smoke and gray. Made of finest all-wool serges and fancy prunella cloths, in plain tailored and fancy trimmed styles. Every garment lined with peau de cygne or taffeta silk. Every suit extraordinary value..... \$27.50

Taffeta Silk Petticoats at \$4.97

When you try to buy silk of equal quality by the yard you will understand what an extraordinary value we give in these black and colored taffeta Silk Petticoats at \$4.97. The idea of this sale is to demonstrate the worth of our policy of not quoting the original selling price..... \$4.97

White Lawns 12 1/2c Yd.

A very special Monday sale of 5000 yards new White Lawn Checks and Stripes. Extraordinary special value, a yard..... 12 1/2c
White Madras Waistings and Suitings in more than 100 designs, specially priced for Monday's sale, a yard..... 25c

Handkerchiefs, 12c

All pure linen hand-embroidered Handkerchiefs, convent-made, unlaundered, any initial, very special at..... 12c

Spring '09 Neckwear

Stiff Embroidered Collars, novelty venise and lawn Tabs, Collarettes, real and imitation baby Irish; Dutch collars in laces, lawn, stiff linen, chemisettes. Our Neckwear Section is now ready for Spring, 1909.

Portland's Earliest Complete Showing Popular Hats

The display includes Black and Colored Hats, Russian and Spanish Turbans, Toques, Round Hats and Broad Brim Hats. The extremely popular Spangled Hats are shown in a great variety of styles. For the past three years our Millinery Department has been without any competition in popular-priced hats. This Spring we have taken another step forward, increasing the size of the department and placing Mr. McKim, of Marshall Field & Company, at the head. His experience in popular-priced hats and the wonderful variety of his ideas will make this department very interesting to Portland women.

An Extraordinary Sale of New Jet and Spangled Turbans

When the hand of fashion in Paris was seen to run strongly to jet and spangled turbans, our representative conceived the idea that it would be profitable to buy up the overstocks for our milliners to make up after Paris models. It was in this way that Lipman-Wolfe's have been able to secure a large assortment of pretty new models to sell Monday at the low sale prices of \$1.95 and \$2.48

Moire Taffeta Ribbon

The new Moire Taffeta Ribbon, soft and lustrous, now popular for millinery, neckwear and trimming, the 4-inch width at the Lipman-Wolfe's 25c busy Ribbon Section; extra special..... 25c

New Spring Dress Goods

New fabrics for Spring Suits in all the leading and popular shades in materials suitable for Spring wear; all the staple colors in everything, as well as the recent Paris color tones. The new all-wool material for dressy costumes, in high silky luster; drapes perfectly; colors, black, navy, brown, canard, reseda, old rose, stone green, tan, gray, etc., in stripes and plain weaves; 46-50 inches wide, at reduced prices—\$1.75, \$1.50, \$1.35 44-inch all-wool Panamas, in hairline stripes; all colors; 89c best quality, at, per yard..... 89c
New Tailor Suiting in herringbone stripes, black and white stripes and checks, fancy stripes, in new shades of tan, gray, mode, canard, smoke, blue, etc.; priced at \$1.50, \$1.75, \$2, \$2.75. New pastel colors in broadcloth, Venetian and French serges. Prices, \$2.00 and..... \$3.00

Our Silks Are Exclusive

We are now showing the largest and best assortment of Foulard Silks in exclusive styles. Many dress patterns in no two styles alike, per yard..... \$1.00, \$1.25, \$1.50
The greatest novelty of the season is the new Satine Silk, shown in all the new shades, 27 inches wide, on sale, per yard..... \$1.35
Another novelty to be used extensively for two-piece suits is the new Pando Silk, a satin finish pongee and comes in all the new colors, 27 inches wide, at..... \$1.25
To the Ladies of Portland: We solicit an inspection of our many silk novelties before making any silk purchases.

Sale Engr'd Cards With Plates

Such values as were never offered by any Portland establishment. Now is the time to get finest engraved cards at almost the cost of printed ones. We employ the most skillful designers and engravers, the immense volume of our business enabling us to employ workmen at higher wages than exclusive engravers.

100 Engraved Script Cards at 93c

100 visiting cards and copper plate, choice of four styles of fancy script, on best vellum stock, any size; sale price 93c

100 Visiting Cards From Plate at 59c

100 visiting cards, printed from your plate, on best vellum stock, any size, for..... 59c

Spec'l Prices on All Other Styles Engr'd Cards

ACCIDENTS CLOSE BURNSIDE BRIDGE

Steamer Olson & Mahony Rams Pier and Section Falls Out of Line.

ST. HELENS STRIKES PILING

Second Vessel Aids to Damage and Structure Will Be Closed for Several Weeks—Steel Bridge Is Also Struck.

Three serious accidents occurred yesterday afternoon on the Willamette River, one of which resulted in wrecking the bridge where it joins the draw and closing the structure to all wagon and streetcar traffic.

The first accident occurred soon after 4 o'clock when the steamer Olson & Mahony, lumber and wheat laden, broke loose from the river towboat M. F. Henderson and rammed the pier at the east side of the draw, driving it three and one-half feet out of its position and letting down the southern corner of the west span at least 14 inches and rendering it impossible for traffic other than people on foot.

The second accident occurred two hours later, when the schooner St. Helens, in charge of the towboat Sarah Dixon, attempted to pass through the draw of the same bridge. The St. Helens rammed the nose of the draw rest, crushing the piling on the point of the bulkhead and damaging it considerably. The third accident occurred a few minutes after the second one, when the St. Helens, in the St. Helens, rammed the steel bridge, the damage to this latter structure being of little consequence.

Damage Runs Into Thousands.

The damage to the Burnside bridge will run into the thousands, and will probably not be accurately estimated until engineers have had an opportunity to examine the structure thoroughly. It is said, however, that it will be several weeks before the repairs can be made which will enable the bridge again to accommodate wagons and streetcar traffic. In the meantime, with the Madison-street bridge closed forever, the traffic between the two sides of the river will be greatly hampered, as the Morrison-street bridges being already badly crowded in rush hours.

The wrecking of the Burnside-street bridge occurred at a time when traffic was very heavy. Fully 20 cars at either end of the bridge were caught and obliged to turn about and seek outlet from the blockade by round-about courses. Several thousand people were delayed and large numbers of people saw the maneuvering of the towboat M. F. Henderson with the steamer Olson & Mahony, which ended in the crash into the bridge. Many witnesses blame the towboat captain, J. L. Smith, with carelessness.

Tries to Alter Course.

The towboat and her charge left the docks of the Portland Mill, where the steamer had been loading lumber, and passed through the Morrison-street draw without mishap. As the Morrison-street draw was opened the towboat whistled for the Burnside draw. This opening promptly. All witnesses agree that the towboat came down the river too slowly to have steering way. The craft tried to go through the west side of the draw. When they got into the draw the towboat captain saw that the passage could not be made without bumping into the bridge and he started up stream again. As the towboat was moving up the side of the draw, but losing control of the big steamer, it broke away and crashed into the pier.

The collision struck the eastern part of the bridge and caused a small panic among the people who were crossing. The pier which is composed of 21 piles surrounded by solid concrete and capped with a casing of steel was moved three and one-half feet by the impact. The supports of the bridge span which rested on the top of this pier, having no support, sagged down until the entire span was twisted out of shape. Rods and framework running back as far as the center of the span were contorted and some broken in two.

Mr. Stutsman, foreman of the bridge, made an examination of the damages almost immediately after the accident and gave out the opinion that it would take many thousands of dollars to make repairs. He said: "I believe that the structure has been weakened irreparably by this collision. Repairs, of course, can be made, but will never be as strong as it was unless an entire new span and pier are built."

Statement of Bridge Engineer.

Bridge Engineer McDonald, who was on duty at the time of the accident, said: "We had opened the draw long before the boats got near us, and it does seem that with 12 feet in the clear on either side of the draw a pilot ought to be able to get an ordinary-sized boat through. I watched them closely, and it was undoubtedly the foolishness of the man in charge. The tug backed down stream towing the boat. They did not have enough headway to steer against the current. When they neared the approach to the draw the current swung the bow of the steamer about, and they couldn't get her back into her course on their speed. They tried the east side of the draw under the same speed, with the result that the steamer got entirely away from them."

County Commissioner W. L. Lightner was astounded at the news of the accident. He tried to find District Attorney Cameron, with a view to having immediate steps taken toward having the responsible persons prosecuted for the damages.

"I am investigating the matter," said he, "to learn upon whom the responsibility rests, and if I find that the people in charge of the steamer are responsible I will have steps taken. If possible, to have her stopped before she clears the Columbia bar. We can always get at the captain and owner of a river towboat."

river regulations say that until recently nearly all large steamers were escorted through the bridge draws with two towboats when not under way on their own steam and it is not understood why the attempt was made with only one in this instance. It is pointed out that under their own steam, the passage through the draw is managed by a pilot aboard. Aboard the Olson & Mahony was Captain Al Betts, a Columbia River pilot.

Captain J. W. Shaver, of the Shaver Transportation Company, owners of the M. F. Henderson, said last night that his company was not responsible for the accident. He stated that Captain Smith was acting under the orders of the steamer's pilot, Captain Betts, and that if any mistakes were made it was for Captain Betts to explain.

The Burnside-street bridge was thrown open to the public 15 years ago. It cost \$285,000. The present mishap, in view of the already congested condition of traffic and the unsatisfactory means of passage between the two halves of the city, will be received by many thousands of Portland's residents as an affliction.

Experience of Sarah Dixon.

The towboat Sarah Dixon, in charge of Captain George M. Shaver, is also owned by the Shaver Transportation Company, and is the same boat which a few days ago rammed the steamer Elmore, seriously damaging her stern, necessitating her being taken to drydock for repairs. Her low, the St. Helens, was in charge of Captain Joseph Turner, also a Columbia River pilot.

The St. Helens broke away a little farther up the river than had the Olson & Mahony and struck the drawrest squarely broadside. Balanced on the point of the drawrest, with the current pressing evenly on both sides, the St. Helens hung there. While the captain of the towboat was trying to find some expedient to release the steamer, the river itself solved the problem and the St. Helens, carried by the current, swung off and drifted through the eastern side of the draw. The towboat then raced through the western side and intercepted the big boat before it had time to crash into the steel bridge. Had the position of the two boats been a little farther east, the St. Helens might have completely wrecked the already crippled eastern half of the bridge.

Having caught the runaway, the towboat Dixon started for the steel bridge where the same trouble was encountered. The bridge was held open 15 minutes while the towboat captain and the pilot on the steamer maneuvered to get through the draw.

Official inquiry into these accidents will be instituted, it is said, and some effort made to install more care into the work of the river boatmen. Complaints have been frequently heard from several of the bridges against the captain of the Sarah Dixon.

MAKE ROADS ALONG HILLS

CITY PARTY TO SUIT TO GET BACK VACATED STREETS.

Design Is to Replat Certain Heights Property That Grades May Be Made Better.

Property-owners on Portland Heights petitioned the Council about a year ago to vacate a certain district that had originally been platted with streets running at right angles. It was their contention that the streets could not be cut through with any certainty of giving proper ingress and egress to the lands platted, and a petition was sent to the Council to have the old plat nullified and a new plat substituted. In favor of this proposal, practically all owners interested joined.

It now develops that two or three land-owners have decided to oppose the replatting of the section referred to, and an action has been instituted to compel them to hold to their signed agreement. Under the new plat building lots and improved sites, it is said, will have roads following the contour of the hills, making grades and turning better facility for the construction of streetcar lines, an extension of which is projected through the district. Owners of property interested in the proposed replatting secured the services of Attorney H. K. Sargent to look after their interests and D. E. Keasey, the principal owner of lands affected, has strongly advised that the change proposed should be made.

The letter sent to the City Attorney follows: "J. P. Kavanaugh, City Attorney—Dear Sir: On October 24, 1907, the City Council passed ordinance No. 1176, vacating certain designations and streets and portions of streets in the City of Portland, upon the petition of D. E. Keasey, which petition had attached thereto, and made part thereof, the consent of the various owners of the property affected. The petition expressly states that a modification of the portion of the city sought to be vacated is made desirable by reason of the declivity and steep nature of the same; and that the cost of improving the same as originally laid out would be very great, and that it would be practically valueless as thoroughfares, by reason of the extremely heavy grades; that the object of the petitioners in vacating the same was to file immediately upon such vacation a new and amended plat of the portion of the city embracing the lots and blocks and portions of streets proposed to be vacated, and a copy of the proposed amended plat, together with a copy of the existing plat of said portions of the city, was appended to the petition and made part thereof. Acting upon this petition, which included the consent of the city passed said ordinance vacating the premises, in accordance with the prayer of the charter of the City of Portland, the owners of all lots bordering upon the streets to be vacated, the owners of the portions of streets vacated."

Dr. Arthur W. Chance and perhaps one or two others who signed their consent to the petition and thereby became parties thereto, now desire to have a new plat rededicating said vacated portion, in accordance with the terms of the petition, and I am directed by D. E. Keasey and others who are interested in the matter to institute appropriate proceedings to compel the execution of the same, to execute the amended plat which has been prepared, pursuant to the terms of the ordinance of vacation.

I deem the city a necessary party to this suit, and respectfully request you secure the permission from the proper authority to have the city made a party plaintiff to the proceedings to enforce said dedication. You very respectfully, H. K. SARGENT.

Ranchman Shot From Ambush.

OKLAHOMA CITY, Okla., Feb. 27.—While on his way from Ada, Okla., to his ranch tonight, Mr. Bobbitt, a wealthy ranchman and ex-United States Marshal in Indian Territory, was shot from ambush and killed. Bobbitt was a prominent Democratic politician.