

TAXPAYERS LEAGUES STINGING REPORT

State that the People Do Not Get the Highest Efficiency, the Strictest Honesty and the Best System Possible in the Office of City Engineer.

STARTLING FACTS PRESENTED MAYOR AND COUNCIL

Investigation on Which Statements Are Made Was Begun Long Before Tanner Creek Scandal Appeared, So the Members Say Report is Free from Bias.

A special committee appointed by the Taxpayers' league to investigate and report on abuses practiced in this city in street improvement work, sewer construction, and also in the tearing up of pavements and failure to replace them properly, has completed its work and submitted a report to the league. The committee prefaces its report with the statement that its task was not long before the outbreak of the Tanner creek scandal, and therefore cannot be attributed to any of the reasons assigned by the city engineer to those whom he claims would "take a fling at the city engineer's department." It recounts step by step the course taken by it in following up its investigation and sets out plainly the basis for each conclusion reached. The report follows:

Investigation into Streets.
The indiscriminate cutting into streets has caused much criticism and has been a source of great annoyance to the property holder who one day pays for what he hopes will be a good street, only to see it irremediably damaged the next. The street when opened up should be restored to its former condition. That this is not the case is known to every man, woman and child in the city. The cause and a remedy were what we were seeking. At the city engineer's office has charge of this work we took up our search for the cause at headquarters. We were advised that permits were required in all cases. That it was impossible to know when the street was cut into unless it happened to be reported. That in the case of hard surface pavements a certificate from the contractor who laid the pavement was required to show it had been replaced properly. That the council had failed to pass ordinances prepared especially to meet some of the evils. That what was particularly desired was authority to compel a deposit in money sufficient to put the street in order. We think this covers the points advanced by the office.

Engineer's Statement.
In answer to certain specific inquiries the engineer stated in writing as follows:

The Portland Gas company advises the city engineer's office at all times and reports where the street is opened, and replaces the same when the street is repaired.
The water committee makes no report of streets either open or repaired.
The telephone company reports verbally that streets open have been repaired, and that they wish the work inspected and passed upon when completed.
Special permits are granted to plumbers only, on each piece of work they may have for opening the streets and they report the same to the city engineer's office when streets are repaired.
Plumbers are under bonds for properly replacing streets which they open up.

The only rule of the office providing for the replacing of the pavement in proper condition that is exacted in the case of a hard surface street. When those desiring to open the street apply for a permit they are required to first make satisfactory arrangements with the contractor who may have constructed the street and file an agreement from him that the same shall be replaced properly.

It will be observed that no claim is advanced that any inspection is made either while the work is in progress or after it is finished.

Facts Discussed.
We thereupon went to the law-making power to ascertain what ground existed for the complaint that the engineer's office had been refused or needed further legislation, and found the facts to be as follows:

Ordinance No. 6529, as amended, on page 473 of the laws and ordinances of the city of Portland, compilation of 1895, provides ample authority for the city authorities to protect the streets in the matter of laying water, gas and sewer pipes and mains and the manner of excavating and refilling trenches therefor.
Violations of the provisions of the

ordinance are made a misdemeanor punishable by a fine of not less than \$5 nor more than \$25, or by imprisonment in the city jail not less than two nor more than 30 days, and further provides that if any person shall maintain or continue such violation after conviction of the first offense, for each day of such maintenance or continuance he shall be deemed guilty of a separate offense and on conviction thereof shall be punished to the full extent of the fine or by imprisonment provided in the ordinance.

This ordinance is so precise and full it even prescribes in case of macadam streets for keeping the various materials removed separate from each other and prescribes how they shall be replaced. We further found the following resolutions passed by the executive board, March 4, 1904:

Resolved, That whenever any permit shall be issued by the city engineer for the opening of the surface of a street where a hard surface pavement is laid or may hereafter be laid and for the maintenance of which the city has entered into a contract for a term of years, it shall be the duty of the city engineer to require from the person, firm or corporation obtaining such permit, a deposit of money in sufficient amount to pay for the replacing of said pavement and that the replacing of all such pavement shall be done by the contractor for said maintenance.

The person obtaining the permit for opening the street to notify the city engineer when the same is ready to be replaced, and to be paid by the city engineer out of the funds deposited with him for said purpose.

This resolution, so far as hard surface streets are concerned, seemed to cover one of the recommendations of the engineer's office, and accordingly we asked if it had been enforced, and were advised that it had not, and that the engineer's office knew nothing of it.

We thereupon examined the proceedings of the executive board and learned from them that Engineer Elliott was present when it was adopted.

Water Committee Explained.
The water committee was then communicated with, and its explanation of the complaints had, and in answer to the specific cases stated:

First—It was impossible to lay the 14-inch water main on Russell street, between Gantenben and Kerby, two blocks, before the street was planked, because the pipes did not arrive from the east before the planking was laid.
Second—At Yamhill and Elm streets, the southwest corner, it was necessary to make a cut in the bitulithic pavement 17x3 1/2 feet in order to extend a six-inch main on Park street and to place a fire hydrant. The Warren Construction company, contractors for the pavement, were laying the pavement in the next block, and at the request of the water department they replaced the pavement over said trench.
Third—In order to repair gate-valves in the large main at Water and Hood streets, near Lincoln street, it was necessary to remove the water covers covering over them in two places, and in doing so a few of the stone blocks were removed. After the repairs were finished new covers of heavy plank, one 7 feet 6 inches by 8 feet 3 inches, and the other 4 feet 10 inches by 3 feet 9 inches, were placed and the stone blocks put back properly. In the same vicinity, in order to furnish fire protection for the Portland Lumber company, 74 stone blocks were taken up, and after the branch pipe was laid the blocks were replaced and the street left in perfect condition.

From the facts as found, in our judgment:

1.—There is ample legislation and it should be enforced.

2.—In the various city departments there should be joint and harmonious action, so that if possible all pipes or other underground work should be laid before the pavement.

3.—We find no system of looking after the work of inspection thereof.

4.—That all employees of the engineer's office, such as inspectors, street cleaners, drivers, etc., and all policemen, be required to notify the city engineer's office of places coming under their observation where any street is being cut into, and that all persons be required to notify the office when and where they do this class of work.

5.—That a proper record of all such work be kept.

6.—That the engineer's office require the streets to be repaired properly.

It will be remembered that last spring there were rumors current

throughout the city that men were being carried off by the navy rolls who did no work. In order to guard against this possibility the league requested the executive board to pass a resolution governing the making out of pay rolls. On April 5, 1904, such a resolution was passed.

The directions have been, as we are advised, absolutely ignored, the only excuse given being that the foreman would not or did not turn in the reports. The method employed is as follows:

Each of these superintendents keeps a "monthly time book" wherein he is supposed personally to keep an accurate record of the names of all employees under him, the days and fractions of days in each month worked by every employe and the amount thereof in total time, rate of pay and total pay earned.

At the end of each month the separate account of each employe is extended from said time book to a form called "time calendar," giving details of labor performed by such employe during that month. This statement is designed for signature by the employe, but Mr. Shannon says that for several years past such signatures have not been made.

From the data on said time calendar, Mr. Shannon makes up the monthly payroll of employees of the city engineer's department, which he delivers to the city auditor each month, and from which warrants are drawn.

Executive Board Ignored.
It will thus be seen that the object of the resolution is thwarted in the orders of the executive board ignored.

Such actions we cannot approve, as if each employe is to be a law to himself, discipline and efficiency cannot be maintained.

The contract price for the first street bridge was \$49,629.09, the accepted price \$59,386.10. The difference arises in the amount of estimated work and that actually done, the chief items of which are as follows:

Estimates.
200 cubic yards concrete.
200 cubic yards excavation.
2,000 cubic yards embankment.

Accepted.
1,519 cubic yards concrete.
2,289 cubic yards excavation.
2,875 cubic yards embankment.

The engineer's explanation of the difference is in effect that no one can tell in advance how deep an excavation will be required and that in this instance it was necessary to go 43 feet for a secure foundation.

We of course understand exactness in such matters is impossible, but we submit to any reasonable man whether or not on a bridge of this character the estimates made the above should not be made.

Moreover, it can readily be seen how such variations could be worked to the advantage of favored contractors.

We, however, to be distinctly understood as not desiring to cast any insinuations on the amount or character of work done in this instance, but cite the case as an illustration of at least one estimate from this office.

Salmon-Street Improvement.
The contract price of this improvement was \$10,538.44. This street was accepted from the center line of Second to the east line of Fifth, October 21, 1904.

We are advised that after carefully looking into the matter the council came to the conclusion that the pavement was laid under the city engineer's special directions, and that the contractors should be held for repairing the block between Fourth and Fifth streets, and for any repairs during the life of the present pavement resulting from defective construction. On November 12 the council adopted a report recommending that the executive board be requested to advertise for bids for relaying said blocks.

By unanimous consent the auditor was directed to advertise for bids for the repair of the block between Fourth and Fifth streets and the auditor was further directed to notify the council that the executive board will keep in repair the pavement laid on Salmon street from Front street to Fifth street.

As it was observed the city engineer was doing the work, inquiry was had as to the reason and the city engineer stated that on or about November 23, 1904, the members of the street committee of the executive board in the city, at that time consisting of the mayor and Mr. Boise, held a meeting and directed him to do the work. He suggested as a reason that if advertised and let by bidding the cost would have to be paid by abutting property owners and not from the street repair fund. Just why this is so we cannot say, however, in every instance we find a sub-committee of the executive board overruling the council and board directing the work to be done under the supervision of the man whom the council had found caused the difficulty in the first instance.

Double Charges.
Complaints having been made that at times intersections would be charged for twice, and that the errors in estimates of work done occasionally not only trouble, but additional expense in the auditor's office, we looked this up and found, as we believe from the records, either inaccuracy or carelessness in figuring upon the part of deputies or employes.

As to Curbs.
We received complaints about the curbs laid on certain streets paved with bitulithic pavement. On looking into specific cases we found the complaints were well founded, although in every instance the work had been accepted by the city.

The complaints came from streets where the contractor for the street had sub-let the curbing to the city engineer's brother. The manager of the contracting company advised us that his sub-contract called for the best quality of workmanship and material, and

THE BEST TIME TO BUY

House Coats, Dressing Gowns and Bath Robes IS NOW



The displays are now at their best and if you make your selections early you'll have the advantage of unbroken stocks and more careful attention than is possible when the great rush commences next week.

HOUSE COATS (or Smoking Jackets) Two-Toned Gull Cloths, \$5, \$6, \$6.50, \$7.50, \$8.50, \$9, \$10, \$11 and \$12.50.
DRESSING GOWNS (or Lounging Robes) \$8.50, \$10, \$12.50, \$15, \$16.50 to \$30.
BATH ROBES \$3.50, \$4, \$4.50, \$5, \$6.50 to \$15.

A.P. Steinbach & Co.

Special Attention to Mail Orders

FARMER REPORTS HE WAS ROBBED

J. B. Haverly Says He Lost Money and Jewelry While Drinking with Women.

HE SIGNED TWO NAMES WHEN MAKING CHECKS

Watch Supposed to Have Been Stolen, Later Found in His Room.

J. B. Haverly, a farmer of Dufur, Or., appeared at police headquarters this morning and stated that he had been robbed of \$90 and a gold watch and chain at the Orpheum theatre. He said the money was in an envelope in the inside pocket of his waistcoat, and had been abstracted by a girl with whom he had taken a few drinks. He requested that secrecy be observed by the police in making an investigation.

Detective Hartman was assigned on the case. Early this afternoon it was learned that Haverly had not only spent a large amount of money at the Orpheum, but had given three checks, to one of which he is accused of appending "J. H. Donahue" instead of his own name.

The three checks were drawn on the French Banking company of The Dalles. One First National bank of Portland and two Ladd & Tilton blank forms being used, the firm name being crossed and that of the French Banking company substituted. Haverly's name was signed to two checks, one for \$5 and one for \$10 and the name of "J. H. Donahue" to another one for \$30.

The books of the proprietors of the Orpheum show that the girl with whom Haverly had been drinking had \$23.95 due her last night on percentage, about \$18 of this money being for wine bought her by Haverly.

At a late hour this afternoon Haverly's watch was found in his own room at the Perkins hotel.

As a city inspector was overseeing the work, had supposed it had been done according to contract. He has agreed to replace the defective curbing.

We have taken up no cases where charges of fraud against the office or any employe have been made, but simply confined ourselves to investigating those touching the general operation and competency of the office.

Not Getting Best Service.
Your committee would have preferred to have made a different report, but we did not make nor change the facts. When a man accepts a public position, he does so knowing what his duties are, and taxpayers have a right to demand that he does his duty and that they get value received for their money.

If this office has the expenditure of \$1,418,990, as it is claimed this year, then it is only the more important that there be the highest efficiency, the strictest honesty, the best system and organization possible. We cannot, in our judgment, say we are getting it, and the public explanation of the city engineer does not cover the criticism we make. All that we can do at the present time is to present our conclusions to the mayor and the executive board, who alone have power to remedy what we believe to be a bad state of affairs.

We therefore recommend that this report be sent to the council, the mayor and the executive board with such recommendations as you choose to make for their consideration.

BOMBARDMENT OF PORT ARTHUR IS EFFECTIVE

(Journal Special Service.)
Tokio, Dec. 14.—The commander of the naval artillery at Port Arthur reports that the Japanese bombardment on December 13 was principally aimed at the arsenal, the torpedo depot at Tiger's Tail and the steamboats in the vicinity. The depot was shelled for an hour. Three ships were destroyed and one sunk, and the buildings greatly damaged.
An indirect bombardment of the battleship Evastopol, outside the harbor, was suspended owing to bad weather. Togo reports that torpedo boats attacked the Evastopol on the night of December 12 and December 13. The result is uncertain. Four torpedo boats were struck by the Sevastopol's fire.

MAKING PLANS FOR GOOD ROADS

Convention at Salem Fills Its Second Day with Bristle Discussions.

PROMINENT MEN ARE AMONG THE SPEAKERS

Governor Chamberlain Explains His Modified Views on Subject of Convict Labor.

(Special Dispatch to The Journal.)
Salem, Or., Dec. 14.—The second day's session of the Oregon State Good-Roads association convened at 9 o'clock this morning. The first matter of importance on the program was an address by H. B. Thielson, secretary of the Oregon Good-Roads association. His subject was "Wanted—Educated Roadbuilders." The address was intently listened to by the delegates, who heartily concurred in the ideas advanced by the secretary.

He was followed by Dr. James Withycombe, of Corvallis, Or. Dr. Withycombe occupies the position of director of the United States experiment station at the Oregon Agricultural college. He chose for his subject "Roadmaking as a Branch of Instruction in Colleges." His remarks were enthusiastically received. The next on the program was Prof. F. L. Campbell, president of the Oregon State university at Eugene.

The afternoon session opened at 1:30 o'clock, with an address by Hon. Lionel R. Webster, county judge of Multnomah county, Portland. Judge Webster discussed "A Needed State Road for Oregon." His remarks covered every phase of the topic chosen, and elicited much favorable comment from all present. Other speakers of prominence occupied the remainder of the afternoon session. The convention meets at 8 o'clock this evening, when Tom Richardson of the Portland Commercial club and ex-Gov. T. T. Geer will be the speakers. At the close of their talks the delegates will adjourn in a body to the Willamette hotel to participate in a smoker that is being provided by two Portland firms. The attendance today shows an increase over that of yesterday. The convention closes its work tomorrow.

Governor Chamberlain at yesterday's session said:

"I was at one time in favor of using convicts on the state highways, but I have found that this theory is not practical." He said that 75 per cent of those in the penitentiary would require armed guards by day and steel cages by night. Governor Chamberlain spoke of the reform school road and said that he believed some of the convicts could be worked under the walls of the prison.

WHOLE FAMILY POUNCED ON HIM, HE STATES

Alleging that his whole family, composed of his wife, son and daughter, had pounced upon him and given him a terrific beating, J. H. Leader appeared before Justice Reid this morning and swore to a complaint charging them with assault and battery.

Warrants were issued for the arrest of Martha Leader, wife; Arthur Leader, son; and Augusta Leader, daughter of complainant.

Leader lives a short distance the other side of Troutdale. He said that he had trouble with his wife, who struck him; his son and daughter went to their mother's assistance as soon as hostilities began. A goodly number of bruises and scratches were exhibited by Leader as proof of his story.

CONDUCTORS WILL MEET IN THE ARMOY

The Armory has been selected as the meeting place for the biennial convention of the grand division, Order of Railway Conductors, in 1905. The convention will open May 9, and end May 17.
"The question of headquarters has not been settled," said Grand Secretary Maxwell this afternoon, "and we will not be able to decide it on this trip. It will be left open for settlement by correspondence. Owing to the absence of Manager Bowers, of the Portland hotel, who is out of the city, no definite proposition has been received from this hotel."
Messrs. Clark and Maxwell will leave tomorrow evening for the east.

Umbrella Sale

AT

Allesina's Factories

FINE UMBRELLAS AT JUST THE PRICE OF THE HANDLES

WE REPAIR AND RECOVER

We made up an extra large number of fine umbrellas last summer for our fall trade, but the weather has been so fine that we have not sold half of them, so we are now having a

Special Holiday Umbrella Sale

You can buy fine umbrellas of us during the next 10 days at just the price of the handles. Sale prices are from \$1.50 to \$50.00 each.

ALLESINA

308 Washington Street. Two Factories: 308 Morrison Street.

COWARDICE AVERTS A DOUBLE TRAGEDY

Police Say John Owen Was to Die with Mrs. J. B. Goggin.

The attempted suicide yesterday of Mrs. J. B. Goggin, 41 1/2 North Third street. The woman and John Owen are said to have entered into an agreement by which both should end their lives.

Goggin is first cook at Vancouver barracks, and Owen is his assistant. Goggin lived with the woman and Owen became infatuated with her. She reciprocated his affection, it is claimed, and tried, but failed, to escape from Goggin. They decided upon suicide, and the woman kept her part of the contract. She swallowed laudanum. Owen, however, balked, and horrified, ran for assistance when he saw what the woman had done. Owen has been arrested.

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Have you thought about it?

THERE'S NOTHING MORE DESIRABLE FOR CHRISTMAS THAN A SUIT OF CLOTHES, OVERCOAT, FANCY VEST OR A PAIR OF TROUSERS MADE TO ORDER BY

Nicoll, the Tailor

If you haven't got his measure bring his old suit—we will do the rest.

Largest stocks of woollens on the Pacific coast to select from.

Satisfaction Guaranteed in all cases. Garments to order in a day, if required.

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108 THIRD STREET.

SUGGESTIONS FOR CHRISTMAS

IF PERPLEXED LET US HELP YOU OUT OF THE DIFFICULTY. HERE ARE A FEW SUGGESTIONS FOR CHRISTMAS GIFTS. ANY ONE OF THEM WOULD DELIGHT THE RECIPIENT.

DIAMONDS	ART POTTERY
GUN GLASS	TOILET CASES
BROOCH	MILITARY BRUSERS
RING	CHAINS
SCARF PIN	LOCKETS
CUFF BUTTONS	NEEDLE CASES
OPERA GLASSES	STERLING
CLOCK	SILVER NOVETTES
WATCH	SHAVING SETS
SHAGLETT	FOHS
LONGNETT	STYGLASSES
TEA SET	KNIVES AND FORKS
	BARBY SPOONS

Brushes, Bonbon Spoons, Trays, Trinkets, Match Boxes, Ear Rings, Oyster Forks, Pie Knives, Fish Knives, Berry Spoons, Cream Spoons, Cheese Spoons, Butter Knives, Ouncer Forks, Sugar Bowls, Sugar Dishes, Sugar Shells, Dessert Spoons, Table Spoons, Gavy Spoons, Cream Pitchers, Cracker Jars, Fountain Pens.

NOW, IF YOU'RE DECIDED ON ANYTHING, COME DOWN AND LET US SHOW YOU HOW PRETTY IT IS. THE PRICES WILL BE ALL RIGHT, REST ASSURED.

THE IOWA JEWELER IN-NORWIGHT MORRISON ST. 293