

PLAN FOR FIESTA PARADE COMPLETE

Carnival Committee Announces Details of School Children's Pageant.

ANOTHER CALL FOR ROSES

Governor Chamberlain Will Head the Citizens' Body That is to Give Admiral Swinburne a Fitting Welcome to Portland Today.

ROSES ARE WANTED.

If you have roses in your yard, divide them with the Rose Fiesta. They are needed and will serve a better purpose than if allowed to wilt on the bushes.

It will be little trouble for you to deliver them. This problem has been rendered easy by the Fiesta management. While it is preferable that you leave the flowers at the Multnomah Club or Armory, Thursday afternoon at 4 o'clock, yet there is a simpler way for those who have not the time to do this. Place them on any streetcar. The crew are to receive instructions to carry the flowers downtown, where Fiesta workers will take charge of them. The success of the Fiesta depends largely on the liberality of these contributions from the public.

The detail of organization of the big floral parade of school children Thursday was announced yesterday at Rose Fiesta headquarters. The plan of assembly is a simple and effective one and will be carried out so as to avoid delay. The drawing presented herewith indicates the positions assigned the various schools.

For the first assembly, the Couch, Stephens, Felling, Highland, Sunny-side, Shattuck, Ladd, Atkinson, Hollis, Williams, Ketchum and Thompson schools will gather at the Shattuck school, Fifth and Harrison streets. The North Central, Hawthorne, Sellwood, Clinton, Ketchum, Oakley, Green, Mount Tabor, Holman, Arleta, Woodlawn and Montavilla schools will assemble at the Ladd school, Tenth and Jefferson streets. All schools must be on hand not later than 1:45 P. M. Special cars will convey the children from their various schools to the meeting places.

Promptly at 1:45 the principals will march their pupils to the places assigned them along the park blocks between Park Avenue and the harbor. The judges will take their positions in automobiles at Salmon and Sixth streets, where the first inspection of the column will be made.

When the column reaches Pine and Sixth streets, the flanks will be widened so as to leave a lane through which the judges may drive. The column will stand in attention during the second inspection.

Final inspection will be made from a reviewing stand in front of the courthouse. At the head of the column reaches the Courthouse a halt will be made while 100 girls, under the direction of Professor Krohn, give a wreath and garland drill.

Another Appeal for Roses.

The public is again urged by the Fiesta management to contribute roses and other flowers to the floral demonstrations of Friday. The success of Fiesta Day depends in no small way upon the response of those able to contribute roses and flowers. If contributions should be left at the Armory or Multnomah Club Thursday afternoon or Friday morning.

The bright, gay scene of yesterday occasioned much glee at headquarters. Following the rainy spell of last week, sunshine this week means roses in greater profusion than at any time during the season.

Admiral Swinburne and the fleet are expected in the harbor by noon today.

Dock Gaily Decorated.

The Stark-street dock has been attractively decorated as a landing-place for the officers and crews of the fleet. More roses are needed, however, in the decorations, and contributions will be most welcome at the wharf during this forenoon.

Admiral Swinburne and staff will be welcomed by a special committee, made up of Governor Chamberlain, Mayor Lane and officers of the Rose Carnival. The party will escort the Admiral ashore and a beautifully decorated launch, tendered by Captain Kellogg for the occasion.

The committee of judges on decorations was announced yesterday. They are Whittemore, and will consist of Mrs. F. Egbert, W. T. Gardner and George H. Hill.

Open Information Bureau.

A bureau of information and accommodation is to be established at the Portland Hotel. Any persons able to furnish accommodations for visitors should notify the bureau, stating nature of the accommodations and the rate asked.

Mayor Lane has decided to get Friday afternoon apart as a half holiday. A proclamation to that effect will be issued. All municipal offices will be closed and many business houses are planning to follow the example.

Today is Indian War Veterans' day. The annual banquet and encampment of veterans will be held at the Woodmen's Hall.

Roses are needed by the fire department for decorating the apparatus, which will appear in Friday's parade. Those having roses to contribute for this purpose should notify Chief Campbell, who will send for them.

BALL GAME A FUNNY AFFAIR

Two Men Will Play Each Base When Railroad Rows Collide.

Not the least of the attractions of the Rose Show will be a baseball game by electric light on Multnomah Field Saturday night, June 22, between Portland and Spokane railroad men. A special Pullman will arrive here Saturday from Spokane, bringing a large delegation of players from the Washington city who will cross bats under the electric arcs with the home guards of railroad row.

No common baseball game will be this contest. Let a ball be muffed by a baseman and the other side steal from one station to another, two men will be placed at each base. Each will assist the other. The railroaders figure that if one man on a base is a good thing, two men are better.

In addition, just to make the game a striking one, players will wear plug-ugly uniforms, and the diamond will look like

a masquerade. The proceeds of the game will go to sweet charity.

The management is having considerable trouble in securing the required double complement of basemen, for in the railroad business it is difficult to find two men who agree long enough to hold down the same base. Competition has always been so strong among the ticket-sellers that rehearsals have so far ended in the umpire firing the members their entire year's salary and increasing cause some opposition from the families of the contestants.

Several members of the home club are rounding into fine form and promise to advertise their line when the game is started as scheduled. Jim Casey is "going some" and has surprised his best as a second base man at shortstop. He is to play 100 feet behind the batter, with the penalty of losing his long hauls for his company for every time he is caught asleep.

Harry Dickson is practicing the Highland fling evenings on top of his center table, in the hope of breaking all records as a second base man at shortstop. He now says he can outdistance all prospective passers in the 100-yard dash down Third street.

C. W. Stinger admits practicing throwing out-and-in shots with bundles of canceled steamship tickets. He has established an enviable record, and friends have noticed an increase in strength while shaking the agent's glad hand recently.

M. J. Roche, one of the greatest enthusiasts, has volunteered to play third base, and will punch the description of all passers passing his station. He is to be assisted by Hughie O'Neill, who will be recognized in the costume of Little Red Riding Hood.

F. R. Johnson will be seen as official silder, as he claims past experience in sliding into bases on schedule time. Some of the younger generation of railroad row, who have been bitten by the matrimonial microbe lately, will have a position in the infield close to home.

Joe Boyce will be the official hand-shaker, and guarantees to shake hands with every ticket purchaser at the game. All in all, the contest promises to be very funny.

CITY BUYS 200 HYDRANTS

WATER BOARD DIVIDES ORDER BETWEEN TWO FIRMS.

Bids for other apparatus for improvement of system are accepted.

Bids were accepted by the Water Board yesterday afternoon for the purchase of 200 hydrants for \$9388. Several bids had been submitted but in most cases the models on which the proposals were made did not comply with the specifications set out in the advertisement calling for the bids. After discussing the merits of the two styles which were considered the best suited to the use of the fire department, the Board divided the order between the two firms.

Hogue & Swift will furnish 150 of the Ludlow patent for \$45.65 each and the Oregon Foundry Company was given the contract for 50 of the Howe model at \$27.75 each. The Howe model complies strictly with the requirements of the hydrant which was adopted recently as the best type for the local department, but the members of the Board said they could not see that there was enough difference in the two models to warrant the margin of \$17.10 in cost. Fire Chief Campbell explained to the Board that the Howe hydrant, in his opinion, would prove far more serviceable than the cheaper model in service would justify the increase in the original cost of the equipment.

There is a demand in all sections of the city for more hydrants and the

WHERE WOMEN ARE VOTERS

Colorado Woman Takes Issue With Phoebe Cousins' Statements.

OREGON CITY, Or., June 17.—(To the Editor.)—From "The Oregonian" special correspondents of this morning your women readers learn that Miss Phoebe Cousins, a backslider from the equal suffrage ranks, has made the sweeping assertion that woman suffrage is an absolute failure, particularly in Colorado.

As I have personal knowledge of the splendid success of equal suffrage in Colorado, I beg the privilege of refuting Miss Cousins' statement. My personal acquaintance with the enormous amount of good work accomplished by the women of Colorado since they became voters enables me to speak with accuracy.

Miss Cousins tells us that she was in Colorado in 1894, just one year after the elective franchise had been granted to the women by their fathers, husbands and sons, thus setting an example which the men of Oregon can best honor themselves by imitating. There are no "Phoebe Cousins" in the leading women in Colorado frankly confess that they did make mistakes as long as they were guided by machine politicians, but they soon learned to think, act and vote for themselves to the manifest discomfit of their political deceivers—hence these tears.

There is a civic federation of women in Colorado, and have never yet seen a "rabid partisan." There are no "Phoebe Cousins" and "Carrie Nations" in states where women co-operate with men on terms of equality, and responsibility for their noblest civilization of a free country.

Statistics prove that more than 10 per cent of the women in Colorado are not yet their husbands do. And yet Colorado is famous for the harmony in its homes. Oregon City and Portland are no exception please take note.

At a recent election the men who could have voted outnumbered the women by 20,000; yet more women than men actually voted. The women of the political boss and ward heeler to make people believe that women's votes will merely duplicate the votes of husbands. Are there 20,000 bachelors in Colorado?

WILHELMINE JOEHNKE

UNJUST CHARGE ON SHIPPING REMOVED

WHERE WOMEN ARE VOTERS

negotiations for the removal of the differential, was much pleased over the result of the Bremen meeting.

"While I have at no time since my last visit to Europe," said he, "had any doubt about the early removal of the differential, I knew that the enemies of the Port of Columbia were interfering matters which might bring the issue and hold up action at this time. In anticipation of this opposition I went into the matter in detail with the advisory committee of the union, and also with Secretary Pollak and President Roxburgh, all of whom assured me of their satisfaction with the proposition which I submitted.

"I do not know what the new rates will be, but as the sailing vessels have had a hard time keeping even recently, I would not be surprised at a slight advance. The rate from San Francisco will be lifted several shillings, and there may be an advance from the Northern ports. Whatever the new rate may be, however, it will be the same from all ports north of San Francisco, and even the Bay City rate may be lifted to the same level.

"I endeavored to induce them to put in a minimum rate of 25 shillings from all ports in the north, but some of the directors had ships which had been waiting for from three to six weeks for crews, on Puget Sound, and they were in no mood for anything but an advance. I do not know, however, that they can make a rate in excess of 75 sd stick, so long as steamers are so plentiful."

Satisfaction Is General.

The news of the lifting of the differential against Portland was received here with a good deal of satisfaction. Men prominent in the commercial life of the city, who have interests of the port at heart, were seen last night and the interviews secured follow:

S. G. Reed, President of the Chamber of Commerce—It is gratifying that the promise made by the members of the Shipowners' Association has been fulfilled. They promised to make the change in rates as soon as conditions at the mouth of the Columbia River were improved. Mr. Wright, representing the rivers and harbors committee of the Chamber of Commerce, made two visits abroad to attend meetings of the association, and he was assured on his last visit that the matter would be adjusted at the next meeting. The announcement of a favorable decision was consequently not unexpected.

W. D. Wheelright, member Port of Columbia Commission—It is of course a matter of great congratulation to have the handicap under which Portland has been laboring removed. It is a great thing for Portland. This is a matter that the Chamber of Commerce has been working on for the past two years. It is largely the result of the negotiations carried on by E. W. Wright that this has been accomplished. He is entitled to great credit. Chairman Ayer, of the navigation committee of the Chamber of Commerce, has also done much good work in this direction and we are indebted, too, to C. F. Swiger for agreeing to take care of the ballast proposition.

R. D. Inman, President Port of Columbia Commission—I think it is certainly a good thing for Portland. I am very much pleased to think it has occurred.

R. E. Miller, general freight agent for the Harrison lines—There has been a differential of 1s 3d against the Columbia River in favor of Puget Sound wheat in charters to European ports. The practical effect of higher rates from Portland was to cause wheat to be worth more on Puget Sound than here. Wheat prices for export are based on the Liverpool price, less the cost of shipping from the Pacific Coast to Liverpool. Naturally a lower freight rate by water to the United Kingdom makes wheat worth that much more at tidewater and, consequently, that much more in the interior. The O. R. & N. Co., by absorbing the differential, enabled the exporters to pay as much for their wheat here as was paid at Tacoma. In this, of course, the O. R. & N. had a selfish interest, but its action in taking care of this differential out of its own earnings was largely for the good of the port.

O. R. & N.'s Part in Work.

"The removal of the differential was not accomplished without much effort with the sailing-ship owners. It was only possible to get them to equalize the rates by the O. R. & N. agreeing to absorb the cost of pilotage at the Columbia River bar, which is made compulsory by a state law. There is no pilot charge for vessels entering Puget Sound. The O. R. & N. Co. makes the same towage rate from the sea to Portland and return as is made by the Sound tugboat companies for towage from the sea to Tacoma and return, consequently the pilotage charge here makes it that much more expensive for ships to get to Portland than to the Sound ports. The O. R. & N., by agreeing to pay the pilotage charges, overcomes that differential and in that way shipowners are induced to make the same rate from Portland to Europe as from Tacoma.

Portland is thus placed on an entire equality with the Puget Sound ports and exporters will pay as much here for wheat as on Puget Sound."

Should Have Been Done Years Ago.

J. Ernest Laidlaw, representing Frank Waterhouse & Co.—Good. This action should have been taken three years ago. Reasons for this differential, both as to bar pilotage and ballast charges, having been removed by the action of Portland commercial bodies, the shipowners' differential had no leg left to stand on. Their action was a logical result. I am greatly pleased, however, and the effect will be to place the port on a much firmer basis.

P. B. Gifford, representing Kerr, Gifford & Co.—This action places Portland on an equality with all Puget Sound ports as regards European shipments. The step will give the port a much better name and a great deal of good will ultimately result. I am very much pleased with the action of the sailing-ship owners.

Allan Percy, of Meyer, Wilson & Co.—

48 MILES OF SIDEWALK

Rose City Park to Have Cement Walks Enough for Small City.

Over 3000 feet of cement sidewalks have been laid already in Rose City Park. This is but the beginning of a tremendous lot of cement work that will be required to provide this big addition with ample facilities for the accommodation of the people who are planning to build there. In addition to the sidewalks, cement curbing is also being put in at the same time.

Hartman & Thompson have recently let a contract to Marshall Brothers for 10,000 feet of cement sidewalk, which will add considerably to the amount of work that has already been done. Aside from this contract, one of the largest ever let in the city, a gang of men is laying about 110 feet every day under Foreman Nelson.

Cement walks, to date, have been laid on Cully, Wemath and The Alameda. The cement used is the best known, as a result of the city tests that have been made, the K. C. & B. and Germania.

Many people express surprise at the fact that Rose City Park sidewalks are to be made six feet wide. Nevertheless, the work is progressing on that basis. The uniformity of construction of sidewalks in Rose City Park will add immensely to the appearance of the addition as well as to the comfort of those who are building.

RE-ELECTED SCHOOL DIRECTOR

BY PORTLAND TAXPAYERS.

J. V. Beach was re-elected a member of the Board of Directors of the Portland public schools in the annual school election yesterday. Of the 629 votes cast, Mr. Beach received 228, one elector voting for Mr. Fawcett. About 10 per cent of the total vote was cast by women, who, however, were a little timid at the polling-places in the business districts. In

LENTS DISTRICT IS ANNEXED

Election Results in a Vote of 112 For and 9 Against.

At the election held last night in the Lents schoolhouse, the vote on annexation stood 112 for and nine against annexation. Before the vote was taken there was a full discussion of the subject, but all the speakers favored annexation. The vote was by written ballot, and Mrs. M. M. Eaton, the clerk, recorded the names

EASTERN EXCURSIONS.

The next dates of sale for special excursion tickets to Eastern points are July 3, 4 and 5. Make your reservations now. Apply at the local office, 142 Third street, for full particulars regarding rates, stopovers, routes, etc.

KISER FOR SCENIC PHOTOS.

Imperial Hotel—Also Kodak Developing.

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of all who voted. Those who spoke said that Lents district would be the gainer by annexation in lower taxation and the privilege of the Portland High School, which has been costing \$40 per year to students from outside districts.

The report of the clerk showed that at the last census there were 629 children of the school age in the Lents district, and \$25 on hand, with interest and all floating debts paid. There are \$500 bonds of \$5,000, including a 10-room building. Ten teachers have been employed. O. E. Lent was re-elected director and Mrs. M. M. Eaton clerk, who will assist in closing up the affairs of the district and turning over the property to District No. 1.

Union High School Plan Defeated.

GRESHAM, Or., June 17.—(Special.)

Street Carnival at Chehalis.

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Diagram Showing the Formation of the School Children Parade.

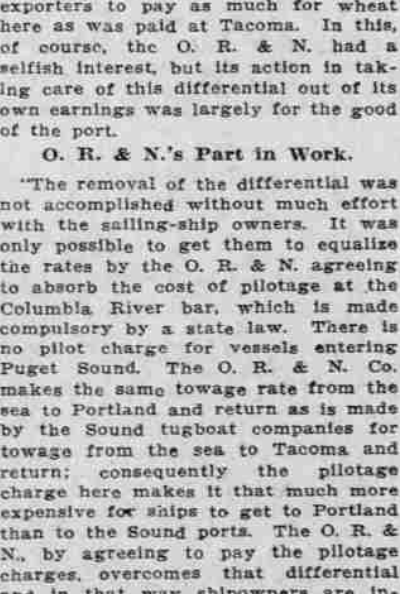


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Hogue & Swift were also awarded the contract for furnishing 100 gate valves, their bid of \$427.50 being the lowest submitted. The contract for furnishing the city with split sleeves, branches and valves, 150 in number, went to the A. P. Smith Manufacturing Company for \$2319.04. A lower bid of \$6010.40 was submitted by the Waterworks & Equipment Company, but Superintendent Clark, of the water department, recommended the acceptance of the Smith Company's bid for the reason that its goods are the same as are now in use and are considered superior to those included in the more reasonable bid.

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