

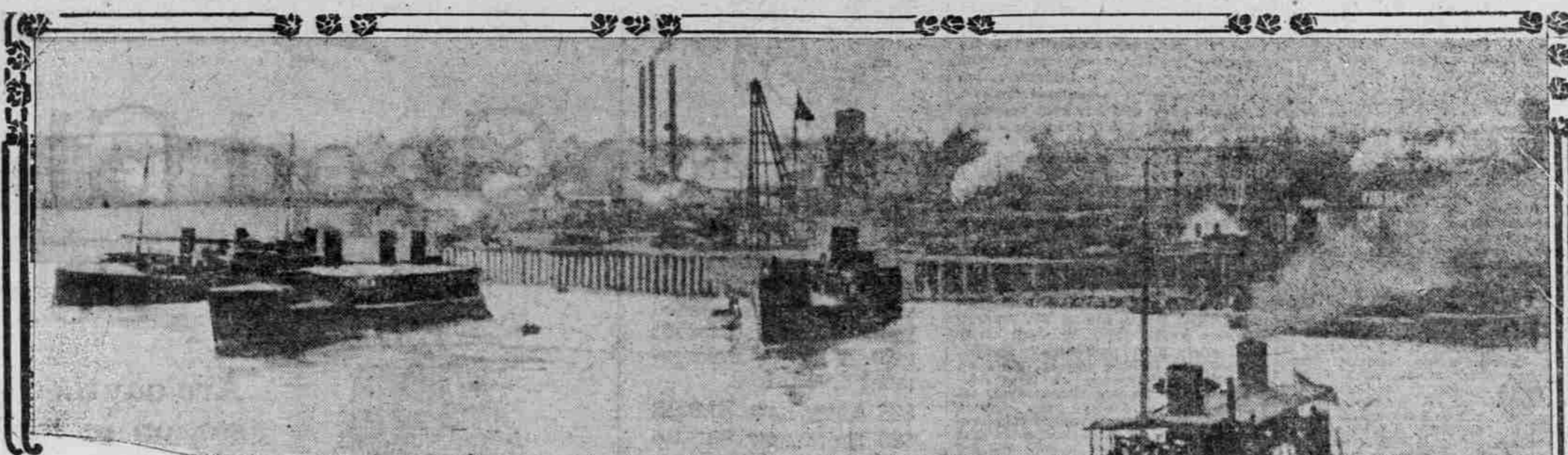
NINE THOUSAND SEE BIG PARADE

Beautiful Pageant Threads Way Through Streets Banked With People.

DAY OF MARKED SUCCESS

Visitors Throng City for Festival, and Each Stranger Is Greeted With Gift of Rose at Union Depot - Flotilla Arrives.

Scenes That Greet Visitors to Portland's Second Rose Festival



THE TORPEDO BOAT FLOTILLA WHICH ARRIVED IN THE HARBOR YESTERDAY



A PRETTY ROSE DISPLAY IN THE ORIENTAL BUILDING



SCENE AT THE ROSE SHOW IN THE ORIENTAL BUILDING, LEWIS AND CLARK PARK GROUNDS

MOST ELABORATE PROGRAMME YET

Automobile Parade and Water Carnival Planned for Today and Tonight.

NAVY HAS MANY ENTRIES

Captain Beatty, of the Charleston, Has Arranged for Other Warships to Take Part - River to Glow With Red Fire.

PROGRAMME FOR THE WEEK. Wednesday, June 3. 10 A. M.—Monster prize parade of floral decorated automobiles. Evening—Venetian water carnival, procession of illuminated public and private craft; all-day free exhibition of raw blooms by Rose Society at Oriental building. Damosch concerts in evening at Armory. Thursday, June 4. 10 A. M.—Magnificent street parade of floral decorated vehicles, competitive floats, equestrian clubs, etc., including the marvelous Japanese "Cherry Blossom" procession. Afternoon—100-mile automobile race, 50-mile automobile race. Evening—East side street carnival of masqueraders and children's parade. Damosch concerts at Armory, afternoon and evening. Friday, June 5. Morning—Business houses' receptions to Portland visitors. Evening—Allegorical and historical parade of electric floats, including "Chinese dragon"; grand ball at Armory. Saturday, June 6. Morning—Regatta on the river; crews from Victoria, Vancouver and the University of Washington will compete. 2 P. M.—Grand parade of Woodmen of the World. Afternoon—F. N. A. championship field meet at Multnomah Field; relay races for high schools and public schools of the Northwest; valuable trophies to be presented for each event. Evening—Pyrotechnics and masqueraders' farewell to Rex Oregonus and Queen Flora.

TO-DAY'S PROGRAMME AND LINE OF MARCH. 10 A. M.—Opening of Oriental building for the day. 10:15—Decorated automobile parade. 8 P. M.—Water carnival on the Willamette. The line of march for the automobile parade follows: Start at Stark and Thirteenth streets, thence east on Stark to Tenth street, thence south on Tenth to Morrison, east on Morrison across bridge to Grand avenue, thence south to Hawthorne avenue, west to Union avenue, south to Clay street, east to Grand avenue, north on Grand avenue to Burnside, west crossing bridge to Third street, north on Third to Flanders street, west on Flanders to Sixth, south on Sixth to Madison street, countermarch intersection of Sixth and Madison, north on Sixth to Yamhill, thence north on Seventh to Oak, thence east on Oak to First street, south to Washington, west on Washington to Fourteenth street, south to Yamhill, thence east to Tenth, north to Alder, east to West Park, thence to Yamhill, to Third, to Morrison, thence west on Morrison to Tenth, thence north on Tenth to Armory, where processions disband. This parade will pass grandstand three times. Route 156 blocks long.

Continued From First Page. and at 8 o'clock there were easily 40,000 people in the business thoroughfare. At 8:30, when the column was scheduled to move, there must have been 90,000 men and women and children along the ample distance of the line of march. Even in the residence districts, where the column passed, the streets were lined. The big reviewing stand was patronized to capacity. Weather conditions had been anxiously watched all day, for clouds hung persistently about. At parade time the sky was painted in mild black, but the rain-fall hung back except for a slight sprinkling early in the night, which did no harm. Weather, though, could not have affected the parade, as the floats were done in waterproof paints to ward against the possibility of unfavorable conditions.

Parade Moves Late. It was 9 o'clock, half an hour after the time set, when the head of the column moved off from Thirteenth and Davis streets, proceeding south on Thirteenth to Burnside street. General W. E. Finzer, grand marshal of the column, did effective work in organization and there was no confusion when the signal was carried down the line by the aides to move.

General Finzer and staff rode at the head of the column followed by the fire wagon, a decorated float which emitted great volumes of red fire and odd fireworks. The fire wagon was followed by Colonel C. E. McDonell and staff, commanding the Third Oregon Infantry, the Regimental band, and six companies of the Third regiment. The command was in blue uniforms, the turnout was large and the guardsmen did credit to themselves with their fine military appearance. The Hospital Corps followed the regiment, followed in turn by the Hill Military Cadets, in command of Major G. C. von Egloffstein.

Cowboys, a stage coach of the frontier type, a pack train and Brown's band preceded the Sacajawea float, which headed the 20 floats of the column. The Sacajawea float represented the historic Indian woman standing among the rolling hills and pines looking towards the setting sun and the Pacific ocean. Half a dozen Indians escorted her float. Next came a float symbolical of the Louisiana Purchase. This float was a masterpiece of its kind, representing an anteroom of the French court and the signing of the purchase treaty. "Early Inhabitants," third float in line, was typical of the owners of this domain before the coming of the white man. A great block bear, a cougar and wildcat and several Indians of the aborigine type appeared on this float. Then came the white man. This float gave a glimpse of Oregon fox and hills, with the hardy pioneer in the background and wild animals in the fore. This completed the first division.

Conquest of Wilderness Portrayed. The second division, in command of Captain T. T. Strain, was headed by De Capria's band. In this division the conquest of the new domain by civilization was pictured. The first float was a little log hut, reproduced from the first house Portland ever knew. Then came Chief Multnomah and the treaty with the Indians and the Father McLoughlin float, depicting the venerable and hardy priest in an Indian canoe.

The blooming of civilization was then symbolized in the rose: first the planting and then the blooming. The rose, a great red petaled paper-macha bloom, artistically made and colored, was 16 feet in circumference and was finely illuminated. In fact the illuminations were good without exception and night was converted into day, especially in the business districts, where uncounted thousands of incandescent lights added to the parade torches. The third division, commanded by W. M. Davis, was made up of floats provided by enterprising cities of Oregon, and each tended to emphasize the great natural wealth of this domain. Richardson headed the division and the Medford float was first in line. Medford's float, elaborated, finished and colored, told the story of fruits fine in quality and variety. Hood River followed with the story of her un-

equalled apples and her great luscious peaches. Astoria depicted a fishing smack and two big sea serpents rushing out of the ocean holding the key to the Pacific in their yawning maws. Seaside had an inviting beach scene, and the division was brought up by the "King of the Columbia" float, showing a huge salmon trout.

Last Division of Parade. In the fourth division, commanded by F. O. Downing, and headed by the Tomlinson band, was the St. John float, showing a bridge across the river and great, busy packing plants. The Dalles had a float telling of the great



Rear-Admiral Swinburne, Commanding the Fleet Now in Portland Harbor.

wealth of the Inland Empire. McMinnville depicted agricultural wealth and floral beauty. Klamath Falls presented an ambitious creation, showing the resources of that rich new country and the division was brought up by the Seattle float, extending a welcome to the World's Fair to be held there. The column covered the following line of march: South on Thirteenth to Burnside, east on Burnside to Twelfth, south of Twelfth to Morrison, east on Morrison to Seventh, north on Seventh to Alder, east on Alder to Sixth, south on Sixth to Yamhill, east on Yamhill to Fifth, north on Fifth to Morrison, east on Morrison to Third, north on Third to Couch, west on Couch to Sixth, south on Sixth to Ankeny, west on Ankeny to Seventh, south on Seventh to Stark, east on Stark to Sixth, north on Sixth to Oak, east on Oak to Fourth, south on Fourth to Washington, west on Washington to Seventh, south on Seventh to Morrison, west on Morrison to Fourteenth, north on Fourteenth to Burnside, and disperse.

TORPEDO FLOTILLA ARRIVES

Mosquito Squadron Joins Charleston and Yorktown in Harbor. The torpedo boats Preble, Fox, Perry, Davis and Farragut, in command of Lieutenant Freeman, U. S. N., and attached to the Second Pacific Squadron under Rear-Admiral Swinburne, arrived in Portland harbor at 1:15 o'clock yesterday afternoon and went to anchor between the Burnside and Morrison-street bridges. The flotilla left Astoria at 6 o'clock in the morning in charge of Captain W. H. Patterson and passed St. Helens at 11:25 o'clock. The boats came up the river under slow bells. Every river craft with steam enough to blow a whistle and all the mills on the banks did their part in welcoming the squadron which will add to the festivities in connection with the Rose Carnival. In accordance with naval etiquette the crews of the Charleston and the Yorktown lined up on deck and saluted the torpedo boats as they filed past. The

crowds on the banks and on the Steel bridge added cheers to the din and assisted in making sufficient noise to assure the officers and members of the crews of the torpedo boats that they were welcome to Portland. As on the two preceding days many people visited the warships in port. The Yorktown is now receiving the larger share of attention. The Charleston has been inspected and the curious spectators now look toward the Yorktown for amusement, and they receive it at the hands of the jolly tars who man the gunboat.

Medical Editors in Session. CHICAGO, June 2.—Physicians must break in to politics. This was the keynote of an address on "Civic Duties of the Medical Profession," delivered last night at the annual banquet of the American Medical Editors' Association by Dr. Charles A. L. Reid, formerly president of the American Medical Association. A seat in the President's Cabinet with a Secretaryship of the proposed department of public health, is the end conceded to be sought by the proposed political campaign.

Ship Rickmers Total Wreck. NEW YORK, June 2.—The Peter Rickmers, a German full-rigged ship, which ran ashore on the Long Island coast several weeks ago, broke in two late last night and the remainder of her cargo of case oil was swept out to sea. Only a part of the ship's bow is now visible. The incoming tide brought in many cases of oil and beach-combers made a profitable haul yesterday.

Newport a Presidential Office. OREGONIAN NEWS BUREAU, Washington, June 2.—The postoffice at Newport, Or., will be advanced to the Presidential grade July 1. The postmaster's salary is fixed at \$1200.

THINKS HIS CHARGES TRUE

REPRESENTATIVE LILLEY STILL STANDS GROUND.

Issues Statement Explaining His Position in Submarine-Boat Controversy.

WATERBURY, Conn., June 2.—Congressman George L. Lilley, whose resolution and charges in connection with the so-called submarine boat scandal resulted last week in a severe scolding of the Congressman by the Boutell investigating committee, today gave a statement on the subject. Incorporated in the statement are letters which declare that two weeks before the report of the committee denouncing Mr. Lilley was made, Mr. Boutell expressed admiration for Lilley and endeavored to effect an agreement whereby the matter under investigation might be compromised. The letter in which this admission is made is signed "F. W. Reisinger, M. D.," and was addressed to Mrs. Lilley after the doctor had called upon Mr. Boutell to explain that Congressman Lilley's physical condition necessitated his leaving the country. The letter adds that when the proposition of a compromise was carried to Mr. Lilley by Dr. Reisinger, the Congressman replied that he would rather die than withdraw the charges, which he knew were honest and square. In concluding his statement, Congressman Lilley says: "A suggestion that a member of the House has been annoyed by importunities of the Electric Boat Company's representative cannot rightfully be construed as a charge against the member. A request that the committee ascertain by impartial investigation whether improper practices on the part of the Electric Boat Company had influenced Congressional action is not, in my judgment, a charge against members of the House. I believed and still believe that the Electric Boat Company has received excessive profit in the sale of submarine boats to the United States Government. That belief has been strengthened by the testimony given at the committee hearings by a responsible person that he would take a contract for the construction of submarines at the price which I mentioned as giving liberal profit to the contractor. Whether the

conclusions of the committee in this particular were justified or not, I leave to the public to judge. "Conscious of the honesty of my motives and having information of the facts mentioned in the letter incorporated in this paper and having learned from my counsel that a member of the committee had said to him in the presence of other members and without any dissent on their part, that the committee had no doubt of my sincerity, and knowing that the statements to my physician and my counsel were made near the close of the hearing and after I had concluded my testimony, my feeling, or rather my condition, on learning the committee's conclusions was stupefaction."

Ex-Jurist a Forger.

SAN FRANCISCO, June 2.—C. G. Richie, formerly a judge of the Surrogate Court at Louisville, Ky., has been sentenced by Judge Ogden, of Oakland, to spend 18 months in the penitentiary at San Quentin. Richie heard the sentence with bowed head.



James H. Glennon, Commander of the Gunboat Yorktown.