

HILL'S PARTY RUNS INTO ROSE SHOWER

Notables From All Parts of Northwest to Help in Floral Festival.

KING'S COMMAND HEADED

Distinguished Visitors Change Plans and Will Remain in City Longer Than Expected—Dr. Jordan Addresses Business Men.

Greeted on their arrival in the Rose Festival city at 3:30 o'clock yesterday morning with a veritable shower of Oregon's choicest roses...

The party came to the Pacific coast last week to attend the sessions of the Northwest Development League at Seattle...

Rose Shower Greets Hill. Leaving their train yesterday morning, the members of the party were showered on all sides with roses...

When the luncheon was finished, Eugene Brookings, president of the club, introduced Dr. David Starr Jordan...

Equal Suffrage Advocated. Dr. Jordan gave an address on universal peace, advocating equal suffrage and a smaller standing army and less battleships...

Costs of War Cited. "There never has been any fighting over the disputed boundary line between the United States and Canada because there have been no soldiers there tonight..."

Two Cities Send Roses. Two carloads of roses, one each from Eugene and Corvallis, arrived last night and will be used for extensively decorating the special train of Mr. Hill and party...

En route from St. Paul to Portland, the excursionists were served with a daily paper published aboard the train and known as The Seven States Sun...

SCENE AT RECEPTION OF DELEGATES ON NORTHWEST SPECIAL TRAIN AT NORTH BANK DEPOT, WHERE COMMITTEE OF PORTLAND WOMEN DECORATED THEIR PRIVATE CARS WITH ROSES.



L. W. HILL (WITH LIGHT HAT IN LEFT FOREGROUND), "BILL" HANLEY, SURROUNDED BY BEvy OF GIRLS, ON OBSERVATION PLATFORM.

"It shines on the zone of plenty," is the accompanying line which appears beneath the name of the publication which was published by Hoke Smith, of St. Paul, industrial agent for the Great Northern.

A special edition of between 30,000 and 40,000 was issued yesterday for general distribution in Portland. Each copy was accompanied by a supplement, consisting of a beautifully lithographed rose. Included in the same issue was a telegram to the editor of the publication from the editorial department of The Oregonian, extending fraternal greetings.

Today's programme for the entertainment of the visitors includes an automobile tour through East and North Portland that will deliver the party at the Union Meat Company's plant for luncheon at 11:30 o'clock this afternoon. The start will be made from the Multnomah Hotel at 11:30 o'clock this morning. In the afternoon under the joint auspices of the automobile committee and the East Side Business Men's Club, the automobile sight-seeing tour will be resumed, the itinerary including the East Side residence district and the outlying farming country.

Tonight the excursionists will watch the electric parade, afterwards returning to their train for the homeward journey to St. Paul, which will be made

over the North Bank to Spokane and thence by the Northern Pacific.

Members of the visiting party are: Louis W. Hill, St. Paul, chairman of the board, Great Northern Railway; George H. Harris, Chicago, chairman of the board, Chicago, Burlington & Quincy Railroad; J. M. Hannaford, St. Paul, vice-president Northern Pacific Railway; Joseph H. Young, president Spokane, Portland & Seattle Railway; Lewis Penwell, Helena, president Northwest Development League; M. H. Beebe, Ipswich, president South Dakota Development League; L. K. Newman, Great Falls, vice-president Northwest Development League; William Hanley, Burda, vice-president Northwest Development League; M. J. Kelly, Devils Lake, N. D., vice-president Northwest Development League; Charles Patterson, St. Paul, chairman executive committee, Northwest Development League; ex-Governor E. J. Searles, North Dakota, member executive committee; W. A. Campbell, St. Paul, secretary Northwest Development League; George E. Mathews, Lewiston, president Montana Association of Commercial Executives, member executive committee Northwest Development League; W. P. Kenney, St. Paul, traffic manager Great Northern Railway; W. E. Williams, St. Paul, representing C. Geitz & Co., shoe manufacturer; M. A. Noble, St. Paul, general passenger agent Great Northern Railway; J. W. Lichtner, secretary Strang & Warner Company, manufacturers millinery; L. J. Larue, traveling base agent Great Northern Railway; H. H. Hignow, Brown & Bigelow, printers, Great Northern Railroad; L. J. Bricker, general immigration agent, Northern Pacific Railway; Walter Butler, St. Paul, Butler Bros.; Hoke Smith, St. Paul, publicity department, Great Northern Railway; B. Schram, St. Paul, North-

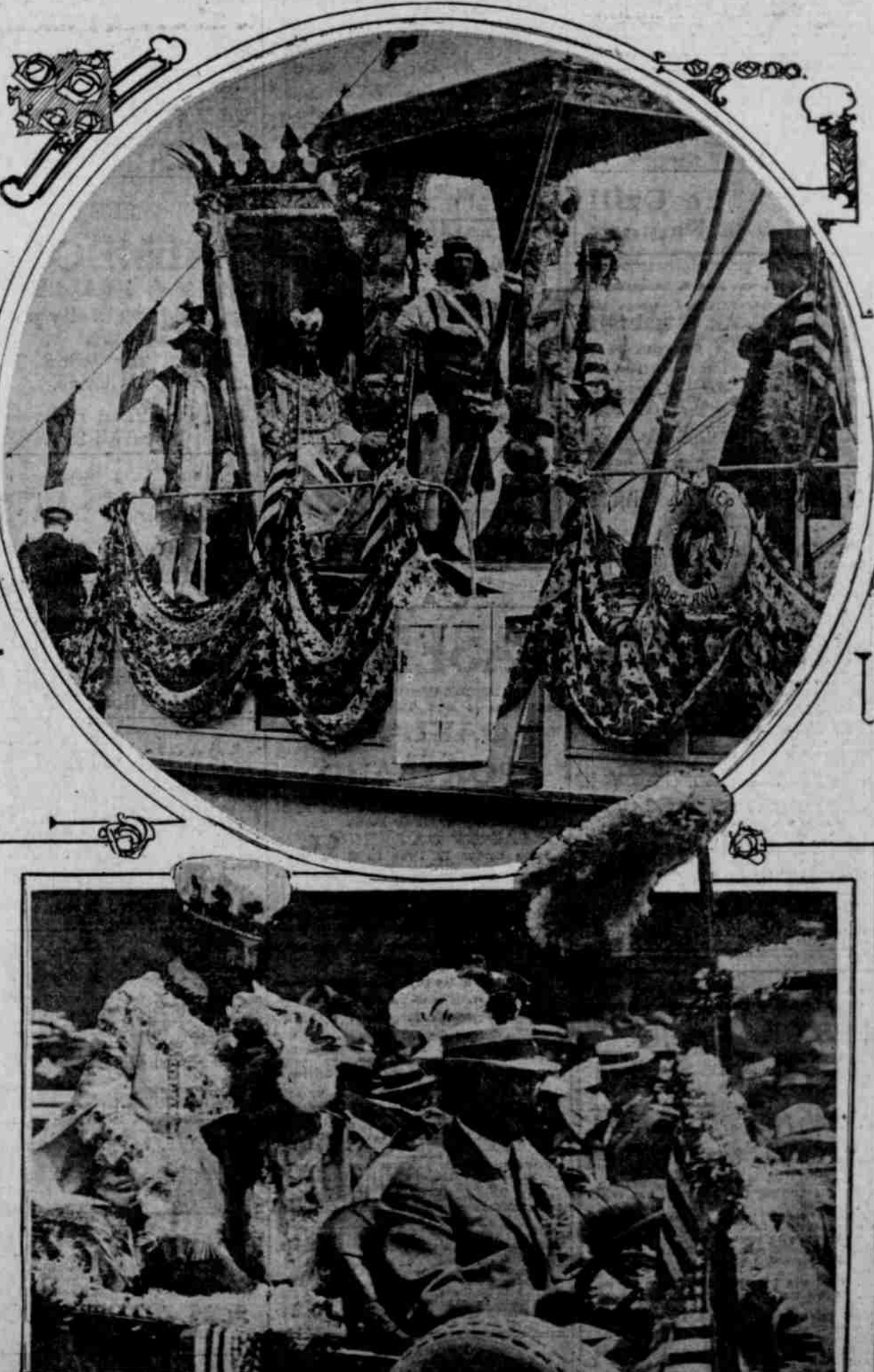
western Post Company; J. H. Griffin, St. Paul, freight department, Great Northern Railway; Harold Goodland, St. Paul, Zimmerman Bros.; C. A. Rand, St. Paul, traffic department, Great Northern Railway; F. W. Graham, Seattle, Western Immigration agent, Great Northern Railway; R. C. W. St. Paul, Merchants National Bank; Walter Poock, St. Paul, Ryan Hotel; John A. Heeger, St. Paul, Heeger Manufacturing Company; Wick Manufacturing Company; Theodore Wink, Minneapolis, Minnesota Tribune; G. M. Corwin, Minneapolis, Wells-Dickey Company; Alfred Force, photographer, Minneapolis Tribune; Olf Bjorkman, Minneapolis, Bjorkman Bros.; O. T. Newhouse, Minneapolis, Loonim-Benson Company; R. O. Orth, Minneapolis, Goldsack Land Company; F. F. Gold, Minneapolis, Marsh Valve Company; E. K. Pickett, Minneapolis, sales manager Washburn-Dunlop Milling Company; F. W. Rowlett, Andrews Heating Company, Minneapolis; C. C. Chantz, Minneapolis, United States Radiator Company; C. P. Wyatt, Minneapolis, Metropolitan National Bank; D. W. McCanna, Minneapolis, large real estate holdings in North Dakota and Minnesota; owns 2000 and 3000-acre farms; T. W. McManus, Duluth, representing North Dakota and Minnesota Retail Merchants Association; J. H. Light, Duluth, banker; A. B. Beall, Sioux City, newly interested in California lands; Charles Burreth, Coportown, N. D., banker; Louis Hanson, Thief River Falls, Minn., grain and milling; H. D. Heggel, Hatton, N. D., merchant; Samuel C. Jones, Wilmet, N. D., merchant; J. H. Lamb, Michigan, N. D.; A. F. Noble, Berthold, N. D.; Henry Paul, Berwick, N. D.; H. E. Mitchell, St. Cloud, Minn., associate editor St. Cloud

Press; Sidney J. Randle, Glasgow, Mont.; George J. Pierce, S. D.; N. W. Simon, Timon, N. D.; Steve Collins, Grand Forks, N. D.; M. P. Murphy, Mayor Grand Forks, N. D.; D. H. Winger, Laymore, N. D.; banker; C. N. Oppenham, Hope, N. D.; F. C. Dinsney, Havre, Mont.; Ross L. Charlier, Havre, Mont.; Louis Newman, Havre, Mont.; T. H. Larkin, Great Falls, Mont.; J. M. Ryan, Conrad, Mont.; O. M. Holmes, Great Falls, Mont.; J. W. Strain, Great Falls, Mont.; L. K. Newman, Great Falls, Mont.; Dr. R. L. Kneen, Helena, Mont.; Augustus, Vaux, Mondak, N. D.; James Conner, Kallispell, Mont.; J. E. Butler, Kallispell, Mont.; W. D. Dow, G. W. Caburn, Wenatchee, Wash.; W. J. Paise, Spokane; W. F. Shirk, Lakeview, president First National Bank; J. E. Sawhill, Bend, Or., assistant secretary Northwest Development Congress; Dr. Marsden, Burns; J. S. Small, Kallispell, Mont.

fers, the proportion of those coming from without that radius is growing constantly. This year witnesses the presence of the first special train from distant cities. The Northwest special bearing delegates to the Northwest Development League from Minneapolis, St. Paul and intermediate points, has this distinction. Before the end of the week will come three or four special trains from the Electric Light Association's meeting at Seattle. L. J. Spence, traffic director of the Harriman lines, arrived in a special train last night and will remain until tonight. Several of the big downtown hotels were required to place cots in their halls and corridors last night to care for their overflow crowds. This expediency will be used throughout the week if necessary.

George I. Hutchin, who proposed the Feast, made the suggestion Friday, all the residents of the Heights were called up by telephone or otherwise notified of the project and men were sent out with lanterns to sell as they went could be no excuse for anyone failing to decorate. The time was too short, however, to do anything extensive. It is planned to make the Feast of Lanterns the opening ceremony of all Rose Festivals henceforth, as Portland is the American originator of it. The decorations used for the feast can then be preserved and used during the entire jubilation. The decoration scheme of streets and buildings in the city was almost wholly in red, white and blue. Flags floated from balconies, windows and fire escapes and waved a breezy welcome from poles and strings of wire and rope. The Henry building was probably the most profusely decorated with flags and bunting. Where one flag ended another began, floating free, hunched in roses and arranged in every other conceivable manner. In the Grayman building scores of flags were floated out of the windows.

IMPOSING SCENES ATTEND ARRIVAL OF REX OREGONUS TO CITY OVER WHICH HE IS TO HOLD TEMPORARY SWAY, AND HIS TRIUMPHANT PROGRESS THROUGH STREETS.



Above—Rex Oregonus Seated on His Throne on Royal Yacht Sea Otter. Below—Rex Riding in State to City Hall.

CROWDS BESIEGE CITY

FIRST DAY OF FESTIVAL BRINGS IN 25,000.

Special Trains Arrive and Before End of Week 150,000 Expected; Accommodations Ample.

Portland's hotels are crowded, and nearly every private home contains one or more visitors. It is estimated that the first day of the festival brought more than 25,000 persons to the city. They are still coming in. Every train is bearing its quota. By the end of the week it is probable that more than 150,000 persons will have visited Portland. Many that are here now are preparing to stay until the end of the festival. Although the hotels are filled there is plenty of room for those who come today and through the rest of the week. Portland has ample hotel accommodations and will take care of everyone. No one will need go without a place to sleep or a chance to eat. Heretofore the greatest crowds have come from cities and towns within a radius of 100 miles from Portland. While they always will furnish the Festival with the majority of its visi-

ROSE SHOW OPENS JUNE 12

Large Exhibit of Flowers Will Contain Many Varieties.

Preparations for the Rose Show by the Portland Rose Society in the Armory was completed yesterday, when the last of the stands and shelves were put in place. Entries will begin arriving today and will continue until early tomorrow morning, and at 2 o'clock tomorrow afternoon the show will be opened formally. The judging of the exhibits will be completed at noon, before the general public is admitted to the hall, and a private exhibition will precede the formal opening at 2 o'clock, when members of the Rose Society and invited guests from among the prominent rosarians of the Northwest will attend. An admission of 25 cents will be charged tomorrow, and 10 cents on the following day, to raise funds to defray the expense of the show. On the third day the doors will be thrown open to the public without any admission charge. The show will be larger in the number of its entries this year than ever before. One exhibit entered as a novelty this year will contain 1000 blossoms taken one from each of a thousand different gardens in Portland and vicinity.

Big Buildings Dedecated.

The Wells-Fargo building was covered with the stars and stripes from the highest point of her 11 stories to the ground floor; Marshall Wells, the Northwest building, Neustader Bros., and the Merchants National Bank vied with each other in trying to hide under flags and bunting. In the Grayman building scores of flags were floated out of the windows. Longshoreman Files Libel. George Wolf, a longshoreman, filed a libel in the United States District Court against the steamship 18thman, to recover \$25,000 damages for personal injuries. The complaint alleges that while assisting in loading the steamship at the Albers wharf on June 6 some of the hoisting tackle broke and several planks fell on the plaintiff, by which he is permanently injured as to his back and legs. The vessel was arrested by United States Marshal Scott and later released after a bond of \$25,000 had been furnished.

Advertisement for Stoddard-Dayton Knight car. The ad features a large illustration of the car's engine and valve mechanism, with labels for 'EXHAUST PORT', 'INTAKE PORT', 'PISTON', and 'INNER SLEEVE'. The text reads: "I have owned a majority of the so-called best cars but never have I ridden in one that in any way equaled the performance of this Stoddard-Dayton Knight". It describes the car as a wealthier manufacturer's product, highlighting its silent Knight motor, poppet valve mechanism, and overall performance. The ad concludes with the contact information for Stoddard-Dayton Auto Co. at Marshall 1915, 688-690 Washington Street.