14

40,000 PEOPLE SEE AUTO RACES

Covey in Cadillac Wins First, and H. Bell in Studebaker Takes Second.

NOTHING TO MAR SPORT

Not a Man Hurt, Although Many Cars Are Disabled Early in Each Race-Starting Perfect - Excellent Driving Brought Out.

Before a crowd of fully 40,000 people, strung out over the 14-mile course, H. M. Covey, driving his little Cadlac run-a-bout, won the 50-mile automobile roud bout, won the 30-mile automotic road race, covering the distance in 1 hour, 12 minutes, 20 seconds, and Harry Bell, driving a Studebaker, was first in the 100-mile event, in 2 hours, 4 minutes, 8 seconds. Both races furnished surprises, because the wise automobile men had figured that the Thomas 6 would catch the budged cate in the Shemile event and figured that the Thomas 6 would catch the judge's eye in the 50-mile event and that almost any car in the 100-mile race would turn up winner, save the Stude-baker car. To add to the surprise was the fact that in the long-distance event, the Studebaker cars finished one, two. In the 50-mile race, a White steamer,

In the semile race, a white scenner, driven by W. Slimmon, who accompanied Fernando Nelson on his long trip from San Francisco, finished second and Fred Dundec, another White, third in the 100-mile race. Covey was fourth away from the start in his race. He was in front when reported from Gresham and after that he was never headed. His car never that he was never headed. His car never faltered and he said after the finish that he never, after throwing in the high gear, had to change. He put the same car back into the 190-mile event, but came to grief and did not finish.

Two Finish in First Race.

There were seven starters in the 50-mile race and only two finished, the others coming to grief either at Kelly Butte, Gresham or at the Gravel Pit. This made the race rather tame, but the ding-dong struggle between the Oldsmobile, driven by H. O. Harrison, and the Locomobile and the persistant manner in which the two Studebaker cars hung on, gave the spectators a keen thrill of excitement.

In the 100-mile event ten cars started and only four finished. Not all of the cars were knocked out, but six were stopped by the judges because they were all the way from one to three laps be

It was a break-down to Harrison's car near Russellville, when he was on his seventh and last lap, that put the Olds-mobile out of the race. When this hap-pened he looked to have the race won, for the Locomobile, driven by Murray Page, that had finished the fifth lap, al-though second to Harrison was first dehough second to Harrison, was first, de-

ducting the time of starting. The driving of Harrison electrified the crowd. With his face a smear of grease and dust, he fairly flew by the judges' stand and as he heard the volley of cheers above the roar of his flying car, he smiled and showed the only clean thing about him, his teeth. There was a murmur of keen regret when it was an nounced that he had met with an acci-dent that put his car out of commission. tures. baker cars, for the White, in spite of Dundee's heroic effort, was performing badly.

Not a Man Is Hurt.

One of the almost marvelous features of the big racing event was the absence of accidents. In spite of the number of cars that came to grief, not a driver or his

because Covey, who was to have started second, moved over the line before get ting the word and was made to start last. This would have given Covey fully a second the best of the following miny a second the best of the following car and a second in a race of this sort might have meant the race. Promptly at 1.39 the first car in the opening event was sent off and but for the trouble that several cars got into in this race, the 190-mile race would have pulled off just as promptly. By holding the race just as promptly. By holding the race back 10 cars were started and at the very last minute several cars were added that were not even in racing trim, just to make up a large field. R. D. Inman started his Thomas without even as much as removing the mud guards. The car made a couple of laps and had to limp back, because the chain would not stay on the gear. stay on the gear.

First Race Somewhat Tame.

The first race over the 58.6-mile ourse was lacking in interest after the nachines had sped around once, for only machines had spea around once, but only three of the cars passed the grandstand on the first circuit, and only two of them finished. They were Covey's Cadillac, which finished first in 1 hour, 13 minutes and 20 seconds, and Silmmon's White steamer. W. D. Wallace, who was fig-ured to win the half-century event with ured to win the half-century event with his Pope-Hartford, had bad luck in both races, for his first car was disabled at the Kelly Butte turn, and in the second race his Thomas Forty experienced trou-ble with its valves and had to be retired after making one circuit of the course.

Five of the seven starters in the initial race passed the grandstand, although several of the machines made the first circuit while Covey and Slimmons were on their second lap. The chief interest in the races, how-ever, centered in the 100-mile event. In which there were 11 starters out of the

12 entered. Harry Johansen's White steamer was disabled in the first race, and was withdrawn, while R. D. Inman The two general superintendents of the schools, young people's work, resolutions entered his Thomas flyer in lieu of the Thomas Forty disabled in the first event. Juman's car was driven by W. F. Dodd. and after making four laps, was com-pelled to retire because of trouble with

Good Start for Long Race.

church, Dr. P. F. Bresee, of Los Angeles, Cal., and Rev. H. F. Reynolds, of Haverhill, Mass., and the district superintendprogress of the church, and the outlook, general and local.

board, blank form for incorporation of churches. The session adjourned to 9:30 Friday forenoon. Evangelistic services will be held each evening during the as-sembly and there will be services prac-tically all day Sunday.

> More Roses From Roseburg. ROSEBURG, Or., June 3 .- (Special.) -Today the second and largest ship-

area which clustered about the starting A. Harvey, a rancher residing near Seand finishing point. To those having attle, who, on Monday, cut his throat while despondent and nov. announces his intention of shooting himself. The Dis-trict Attorney will make a test case and and memoirs, statistics, district advisory autos the course was easily accessible. All who went, whether they went by streetcar or afoot, were repaid by witnessing the most spectacular and inter-If the prosecution is successful, Harvey will be protected from himself by having to serve a term in jail. esting racing events ever seen here. The course past the grand stand extended for miles in either direction as straight as a

PAIN'S FIREWORKS TONIGHT

Big Spectacle of Vesuvius' Eruption

a Great Attraction.

Pain's big fireworks spectacle, the against time. Carnival of Naples and Eruption of Vesuvius," is a gigantic crescendo two hours long. It begins plantssimo with serenades and ends fortissimo with skyrockets, and all the interval in which this dynamic increase from great cheer. Fears of an accident were music to mines is brought about is full of pleasure. The show continues is full of pleasure. The show continues to be a strong attraction at Multno-mah field. Twentieth and Washington streets and large audiences congregate nightly to see the hundreds of per-formers in a beautiful spectacle, to feel the thrill of the realistic earth-quake, and to see the terrific eruption of Vesuvius, followed by Pain's \$1500 display of fireworks. The season posi-tively ends on Saturday sight and the display of fireworks. The season posi-tively ends on Saturday night, and the show tonight and Saturday night promises to be replete with attractive features. Tonight's piece-de-resistance will be a thrilling head-on collision of two large railway locomotives. This This gigantic device is rendered but once during the entire season.

Suing City for Interest.

of better than a mile a minute were fre-OREGON CITY, Or., June 4.- (Special.)quent, however, and these were seen Morris Brothers have instituted suit against the City of Estacada to recover \$259 and interest from August 1, 1906. The city was bonded in the sum of \$10,000 for a water system and Morris Brothers purmainly along the level stretch leading past the starting point, where a total of from 8000 to 11,000 were assembled in automobiles or on the rickety circus bleachers that served as a grandstand. chased the bonds. The interest fell due and was not paid.

Soldiers Police Course.

IN ROSE FESTIVAL

in Way of Entertain-

ment.

Go Off Without Hitch and No Acci-

dents Mar the Day-Close Call

for Racers-Two More Days

of the Celebration.

Continued From First Page.

from the end of the Montavilla carline. The O. W. P. Company handled about 10,-

Automobiles carried thousands to the scene. Every auto in the city was en-

gage& in carrying parties to the reserved

die, allowing the racers to continue their

terrific speed without interruption. A

streamer of smoke, attended by a whir-

ring roar and maybe a fleeting glimpse of a set, determined face was the only

impression left by each car as it flashed

past the starting-point crowds in the race

Some Close Calls for Drivers.

When the space-eliminating tests were

nded and the announcement was made

that no one had been killed there was a

strongly felt by those witnessing the

high-power cars flit by like rockets, and

the relief was great at the fortunate

termination. Of close calls there were a few, but the men of steel nerves who

were driving the racing cars kept true to

their course, took the dangerous curves with rare skill and kept their heads at all

times. Careful inspection of the machines prevented unavoidable accidents through broken or defective mechanism.

The first event, a 50-mile race, started

40,000

SEE THE RACES

Better facilities for policing a longdistance racing course were possibly never better afforded than by the detail of 180 members of the Third Oregon Infantry, who patrolled the entire 14 miles. At the risky moments, when the speeding machines were driving by, the guardsmen kept everyone back and per-mitted no crossing of the course at dan-gerous moments. The patrol likewise did excellent service at the turns and crossings. The detail was in command of Major F. S. Baker, who, with a dozen officers, donated their

known. Ten roses to every spectator is not too great a number to assign to the blooms used in decorating the various features of the procession. Those are not boom figures, but rather the result of an effort to state conservatively and fairly the extent of two important features of the demonstration. There are those who will yow both figures underreach the full

Painstaking preparation, days of careful planning and hard work, were shown in every detail of the parade. It was perfect every detail of the parade. It was perfect in organization, superb in arrangement and unequaled in beauty of decoration. If it was a few minutes late in moving, that was the only flaw. Its success was complete even beyond the dreams of those who did the planning. No end of those who did the planning. No end of those to the individual particl-pants for their whole-hearted, enterprising and in many instances lavish work. The column moved at 11:15 and threaded its way through the admiring throngs for an hour and a half. It was a specta-cle which held the attention of all, and even scores of automobile parties, intent on getting to the races on time, paused to see the end of the procession-and were late at the races.

Roses Everywhere.

Not only the thousands of beautiful roses from the rose exposition, but other thousands of fresh flowers from the countless gardens of the city, were used in decorating horses, vehicles and floats. Roses were everywhere. Many vehicles were quilted with roses all of a color. Great banks and clusters of roses were placed at every point consistent with ar-tistic effect. This lavish use of flowers failing to eliminate the supply, hundreds of bushels were showered on the crowds from floats and decorated vehicles. An avalanche of blooms was used in the battle of roses that began when the Festival Queen, Flora, passed the reviewing stand on Morrison street on her return at the head of the column from a tour of the usiness center.

The Riverside Driving Club, the Hunt Club, the Junior Hunt Club, the Oregon Agricultural College cadets, the Japanese "cherry blossom"s section, the decorated fire apparatus, and the individual partici-ter the product that must pants share alike in the praise that must go to those who contributed to the un-limited success of the procession. The driving and riding clubs easily eclipsed the showing made by the automobile pa-rade of the day preceding. One was compelled to wonder where

all the fine horses and showy vehicles came from. Shut your eyes any place and any time downtown and when you open them again you will see an automobile. But not so with fine horse-flesh. It is a rare spectacle indeed, except on the boulevards, which the public at large does not frequent. Hence, the surprise at the several hun-dred head of blooded horses and the 157 fine vehicles that appeared in the column

O. A. C. Cadets Make Hit.

The Oregon Agricultural College ca-dets were applauded all along the line for their military bearing. Uniformed in neat olive uniforms, they might have been mistaken for a crack regiment of regulars returning from field service. Every cadet was a fine physical speci-men, and they understood the game of marching as only the trained soldier knows it. The two battalions of four companies each made a lasting impres-ion by their soldiery appearance.

almost at the dot of 1, as scheduled. The Anti-Japanese feeling has either dis-100-mile event was on shortly after 3 appeared or never was very strong, judging by the enthusiasm with which the Japanese section of the parade was o'clock. The races passed a given point on the 14-mile course on an average of every 17 minutes or thereabouts. Spurta received. The two floats of the Japareceived. The two houss of the Japa-ness section were pleturesque and at-tractive. The cost was defrayed by contributions from the Japanese of the whole Pacific Northwest. The "cherry blossom" feature showed a fine spirit of enterprise, the blossomed tree, which was the center of interest having been was the center of interest, having been specially imported from the land of Nippon

The floats used were new and at-

tractive. Much favorable common has been aroused from the fact that the Festival management has avoided duplicating float features in the parades. One set of floats was used in the Tuesday night pageant, another set yesterday, and still a third lot will be paraded in tonight's turnout.

East Side Illumination.

Fatigued the city must have been when nightfall came, but attendance on the East Side children's parade and street masque carnival was second only

THE MORNING OREGONIAN, FRIDAY, JUNE 5, 1908.



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hill, Mass., and the district superintend-ent, Rev. H. D. Brown, of Seattle, arrived during the day and all these, with the pastor, Rev. A. O. Hendricks, made short addresses, dealing with the condition and dresses f the shorts The two Studebaker cars, which eventually won the long spin, got off fairly well, although their time for the being taken up with worship, conducted TABLE OF 100-MILE RACE, SHOWING CARS, DRIVERS AND TIME AT THE END OF

EACH LAP

Car No. Make. Driver.	1	3	3	4	5	6 .	Finish.
Studebaker-J. Cooper White-F. Dundee Thomas. Forty-W. Gill. Oldsmobile-H. Harrison White-W. Silmmon White-W. Silmmon Thomas. Six-W. Dodd Cadillac-H. Covey Lecomobile-M. Page	0:17:30 0:17:10 0:18:02 0:19:38 0:16:06 0:48:18 0:40:55 0:40:55 0:24:48 0:16:15 0:24:48 0:16:15 0:24:48	0:36:15 0:36:53 0:45:56 0:45:56 0:45:56 1:16:23 1:03:44 0:43:30 0:52:15	0:52:19 0:56:00 1:00:00 1:07:51 0:49:05 1:46:43 1:27:50 *	1:19:00 1:16:04 1:28:37 1:27:15 1:13:21 2:06:04	1:28:44 1:39:47 1:45:53 1:50:51 1:33:41 2:26:18	1:46:19 1:58:58 2:04:25 2:10:13 1:57:10 *	2:04:08 1:18:47 2:29:59

first lap was beaten by both the Olds- by General Superintendent Reynolds. The ment of Roseburg roses was sent to is the was peaten by both the observation of the next two business session occupied the next two hours. Fifty-three ministers and delegates are shad reported up to noon. Many others were in attendance from out of the city. A number of delegates are still expected. The afternoon session opened at the transformation of the broke down near the broke with a business session opened at Page. time Page. The Locomobile made the best time for a single lap when Page brought his car around the second time in 16 minutes flat. This proved his last trip, for he broke down near Gresham on his third time around. The race between the Oldsmobile and the Locomobile for the first two laps was one which excited the crowd to the highest pitch of enthusiasm, and when it was learned that the latter machine had become disabled, genuine regret was expressed on all sides. The crowd showed similar expressions when Howard M. Covey, in his Cadillac, was put out of the race by two bad punc-

Five Laps of Good Racing.

After the elimination of the Loco nobile the race narrowed down to the White Steamers, the Thomas Flyer, the Studebakers and the Oldsmobile, and for five laps it was a pretty contest. that came to grief, not a driver or his assistant received as much as a scratch and there were a number of serious

ANNUAL MEETING HELD

Pentecostal Church of the Nazareno

Holding Its Sessions.

2 o'clock with a brief devotional service. a o chock with a brief devotional service, conducted by Rev. B. Valjean, pastor at H. Ashland. The committee on nominations submitted its report, which was adopted as a whole. The committees are as fol-lows: Divine worship, missions, orders and recognition of orders, state of church outblights interests education.

church, publishing interests, education, which makes attempted suicide a misde-temperance and prohibition, Sunday meanor, has been invoked against Peter

the Carnival visitors, the remainder to be used in decorating wherever needed A committee from the Ladles' Auxiliary of the Roseburg Commercial Club is in Portland taking charge of the roses which are shipped fresh from here every day.

given

Portland, most of them to be

Invoke Anti-Suicide Law. SAN FRANCISCO, June 4 .- A state law

which makes attempted suicide a misde-

oll, the Oldsmobile sustained a broken cylinder and had to leave the course near the Russellville schoolhouse. This left the field practically clear to the two Studebaker machines, for the Thomas had retired and the two Whites were somewhat behind, owing to sev-eral delays caused by needed repairs to their mechanism. As soon as three machines had finished, word was sent around the course to stop all the other and there were a number of serious smash-ups. The nearest that any of the drivers came to meeting with a serious mistap was when Harry Bell, on his fifth lap, ran into the fence just beyond the judges' stand. Bell had good control of his car and was able to stop before he wrecked his car or injured anyone. The perfect policing of the entire course by the National Guardsmen was a strong feature in keeping the event free from accidents. Both officers and men are deserving of great credit for the part they played in making the first

around the course to stop all the other cars which might have repaired and commenced racing again. About the time this order was issued the Thomas the part they played in making the first automobile road race ever held in the Northwest the grand success that it was time this order was issued the incluse car hove in sight and finished nicely, although no time was taken. The performance of each car on each lap of the 100-mile race is told in the Once the time came for the closing of the course, no one was allowed to pass over the course, and in spite of the fact

that people stood along the road throughout the entire distance, there was no running back and forth by those who were afoot. It was as fine a bit

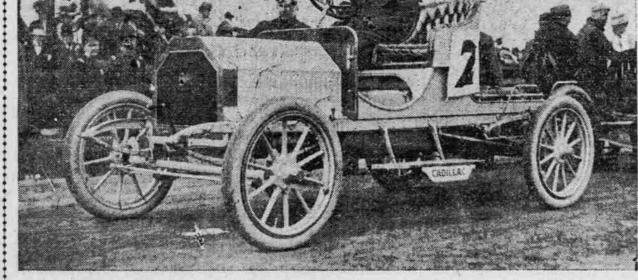
of route policing as any racer could wish Starting Is Perfect.

Nothing could have been more perfect than the starting of E. L. De Camp and

L. Therkelsen. Starter De Camp sent the seven cars away in the 50-mile event and the 10 cars in the 100-mile race right on the dot. Some of the rabid people The annual meeting of the Northwest district assembly of the Penticostal Church of the Nazarene opened in the First Church in Portland, 428 Burnside, near the start were inclined to how last evening, with a rally and reception

accompanying table.

the



H. M. COVEY, WINNER 58-MILE IN CADILLAC RUNABOUT.

work. work of the infanrymen is largely due the fact that no one was hurt, as spectators showed an nclination to litter the course at all times and were kept back with difficulty. Never in the history of Portland was there a more representative gathering than was present at the races. Hundreds of antomobiles lined the route of the races and in the infield back of the judges' stand there must have been fully 200 cars. Automobile parties had been made up weeks in advance, and while the races were going on lunchas more the races were going on lunches were

served. Just beyond the judges' stand was a Just beyond the judges' stand was a special stand for the Governor. The au-tomobile carrying Governor Chamberlain was the last of the machines allowed to pass. The arrival of Governor Cham-berlain was greeted with cheering and applause. In the grandstand with him were J. C. Ainsworth. Dr. Andrew C. Smith. Colonel and Mrs. David M. Dunne and Miss Dunne. Mrs. S. 8. Vincent, Mrs. O. C. Leiter, Mrs. Monroe Goldstein, Mrs. O. C. Leiter, Mrs. Monroe Goldstein, Mrs. O. C. Merrick. County Commissioners Barnes and Lightner and a number of

Barnes and Lightner and a number of

take part and enjoy the freedom of the thing to the fullest extent. Not until a late hour did East Siders and their guests note it was growing on into the night. Corvallis Sends Roses.

CORVALLIS, June 4 .-- Corvallis has

heen sending roses for the past two or three days to help swell the volume of flowers at the Rose Festival. They are One hundred thousand is an easy estimate of the number of people who saw the magnificent floral parade, the most gorgeous floral pageant Portland has ever collected and shipped through the Commercial Club. It is estimated that the total shipments will exceed 100 pounds.

Part of the Great Crowd of 40,000 Which Assembled to Watch the Exciting Automobile Races



to that which saw the floral parade of the forenoon. The West Side has not succeeded in attaining the flood of il-lumination which made uight brighter than day throughout the important husiness districts on the other side of the Willamette.

the Willamette. Children in gay festival attire and every one of them bubbling over with enthusiasm and happiness, was the feature of the parade. Uncle San's feature of the parade. Uncle Sam's sturdy fighting men from the flotilla now in port were a second feature which received an ovation. The East Side procession and feativities breathed the essence of featival spirit. Anima-tion and enthusiasm was everywhere. There was something about the street feativities which impelled everyone to take ast, and enjoy the freedom of the