ATTRACTIVE ENTRIES AND PRIZE-WINNERS IN THE BIG AUTOMOBILE PARADE.

MOTOR CARS PAY HOMAGE TO ROSE

Third Day of Festival Most Auspicious, When 300,000 See Auto Parade.

STREETS CROWDED MASS

At Rose Show Attendance Estimated 75,000; at Society Circus 8000, and at Fireworks 16,000-All Are Happy at Spectacle.

AUTOMOBILE PARADE PRIZE-

Pollowing are the names of the vinners in the automobile parade and the class in which they were

Grand prize over all-W.

No awards made.

Cines B Oliver K. Jeffery. Mrs. Walter Cook

3. Kenneth Honeyman. Columbia Trust Company.

6. C. E. Fields.

Class C. 1. W. O. Van Schuyver

Mrs. Felix Friedlander H. J. Blassing. 4. Miss Genevieve Thompson.

5. E. S. Brackett. Class D. 1. Chief Campbell of Fire Depart-

2. Elke Club 3. Hood River car, driver by Can-

tain McCann, 4. Mayor Simon Cines E. Union Meat Company,

2 White Motor Car Company. The Scattle Automobile Club took as prize for the largest number of cars entered, outside of Portland. The Judges were H. C. Bowers, frz. George F. Russell and Robert

(Continued From First Page.)

The deciaior of the judges was a popular one, notwithstanding the fact that there were many other beautiful ma-

chines.
With nearly 50 cars in the parade, With nearly 50 cars in the parade, the Seattle Automobile Club came in for unstinted praise and won the trophy for the largest number of autos from an outside city. Purple and gold, colors of the University of Washington, and blue and white, the official colors of the Seattle Automobile Club, figured largely in the decorations of these

Seattle Has Place of Honor.

Seattle's representation was so great Seattle's representation was so great and her representatives were so sincere in their desire to help swell the parade that to this city went the place of honor, immediately following the official cars. Pennants with the letters "S. A. C." and "U. of W." were flaunted to the breeze on every car of Seattle's entry.

One notable feature of the event was the fact that not a single accident

the fact that not a single accident marred the beauty of the organized formation. One or two short stops were caused by machines bumping into each other, but none was so disabled it was unable to continue in the line of

Forming at Thirteenth and Burnside Forming at Thirteenth and Burnside streets, the procession started within a few minutes of the scheduled time. It was headed by Chief of Folice Cox, with Captaine of Police Bailey and Baty and a newspaper man in the car with him. The machine was driven by Police Chauffeur. Lelsy. The police automobile was the only one in the parade to suffer a real accident but the accident, but this occurred so late in the afternoon that the effect of the cavalcade was not spoiled. On Grand avenue North, near Ermain street, the two rear tires of the police machine blew up and the occupants were forced to abandon the car and climb aboard one of the band-

wagons.

Six officers, each in a small runabout, came next in the line of march, and follows. lowing them was Mayor Simon. Then came M. C. Dickinson, president of the Portland Automobile Club, in a machine decorated so beautifully that many thought it must surely win first prize. of a crown of flowers which surmounted his runabout.

Then came E. Henry Wemme expression

dent of the Automobile Club, and the man who owned the first automobile in Port-land. In honor of his claim to the dis-tinction of owning the first aeroplane in Oregon, Mr. Wemme decorated his car as a dirigible balloon, which he called "Rose City No. 1." Mr. Wemme's decorative idea came in for a great deal of praise.

Portland's firemen, with Chief Campbell in charge, carried off first prize in the

in charge, carried off first prize in the class in which clubs and organizations were placed. The theme of the decorations of the "smoke-eaters" machine was simply "roses," spolled in large letters. If there was one spot on the fire department machine which was not covered with beautiful Oregon roses, it was not the fault of the firemen.

Fortland Elks, "The Best People on Earth," came in second on the prize for clubs and organizations, and well did they deserve it. Emblematic of their fraternal spirit, a large elk's head jutted out over

spirit, a large elk's head jutted out over the hood of the machine, which was con-sistently draped in purple and white, Captain McCann, of Hood River, had

e of the prettiest cars in the parade d the judges took cognizance of the ct by awarding him third prize in Class clubs and organizations. Captain Mc-Cann followed a unique style of deco-rative architecture in building up his exhibit, and it drew forth round after round of applause as it went forward in

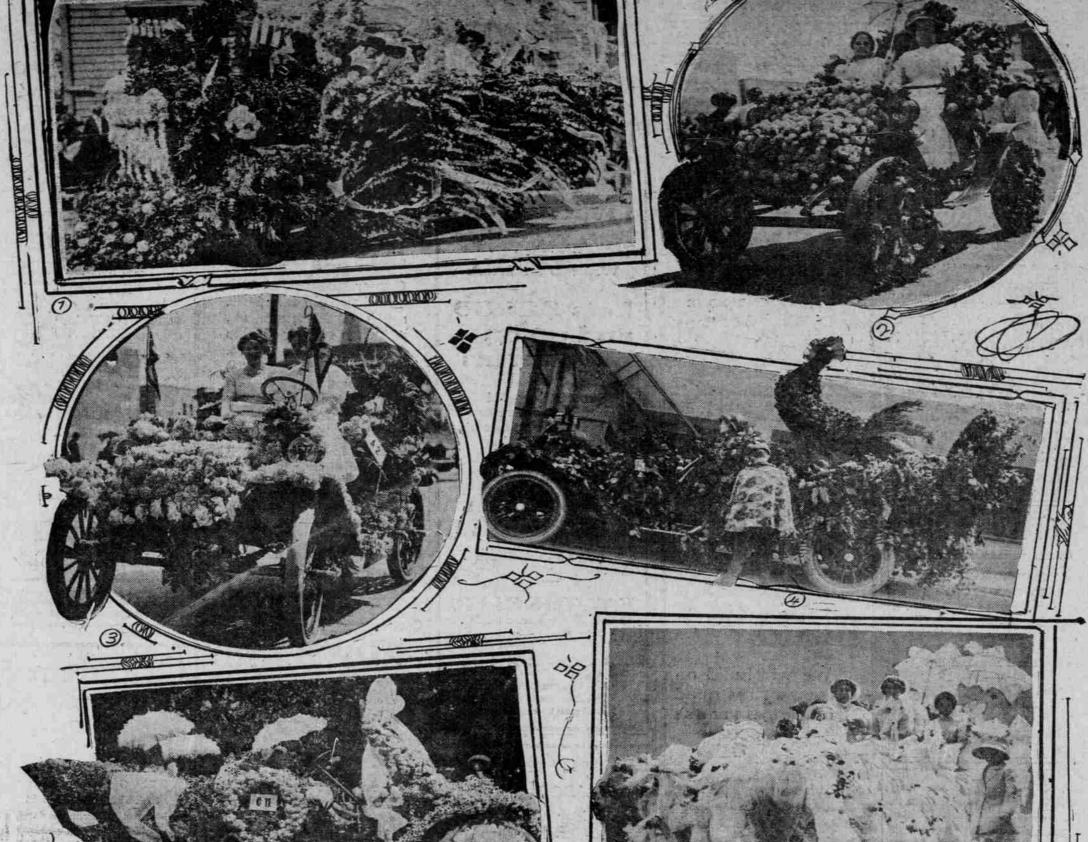
the parade.

Among all things there must be one best-liked, and unanimously was Oliver K. Jeffery's roadster given the palm in the class in which it was entered. Wistarias, their trailing purple masses bunched with beautiful effect, formed the feature of the decorations on his car. The color scheme was followed out consistently, making the cusemble one of the most

making the cusemble one of the most striking entries in the parade.

The car driven by Mrs. Walter Cook was daintily outlined in nowers, and for her skill in the art of decorating she was given second prize in the rumabouts and roadsters class. In the private touring car class W. O. Van Schuyver, winning the grand prize over all, also carried out to a wonderful degree. A motorboat was built on the body of the car, and the other "crazes" were shown in the clever design. The car of W. E. H. Ransom and Mise Genevieve Thompson, all of whom had cars of unusual merit.

The fact that the O. R. & N. Spokane "Flyer," one of the most intricate and "striking entries in the class were than usual attention. The car was called the "Three Crazes," automobiling, aeroplaning and motorboating, and the theme was carried out to a wonderful degree. A motorboat was built on the body of the car, and the other "crazes" were shown in the clever design. The car of W. E. H. Ransom and Mise Genevieve Thompson, all of whom had cars of unusual attention. The car was called the "Three Crazes," automobiling, aeroplaning and motorboating, and the theme was carried out to a wonderful degree. A may be carried out to a wonderf



KEY TO THE PROTOGRAPHS. 1-Oregon Railway & Navigation Company Flyer. Venable, Entered in Class A, Electric Vehicles. 3.—Mrs. Charles Venable, Entered in Class A, Electric Vehicles.
3.—Mrs. J. L. D. Keppy, Entered in Class A, Electric Vehicles.
4.—Miss Genevieve Thompson, Fourth Prize in Class C, Touring Cars.
5.—F. H. Ransom, Fifth Prize in Class C, Touring Cars.
6.—Mrs. Walter Cook, Second Prize in Class B, Roadsters and Runabouts.
7.—H. J. Blaesing, Third Prize in Class C, Touring Cars.

striking of all the floats, built on the ! striking of all the floats, built on the chassis of a seven-passenger touring car, was given no mention in the awards of the judges, was also the subject of considerable comment. The float represented a locomotive and was manned by employes of the road. B. A. Downing, engineer, steered the car, and Frank Krulsinger, conductor, and F. M. Downey, brakeman, acted as members of the "train crew." The passengers were level knott Madge Classengers were level knott Madge Classes. F. M. Downey, brakeman, acted as members of the "train crew." The passengers were Hazel Knott, Madge Cleland and Ivy Henderson. The float was by all odds one of the most expensive entered, and a great many thought it deserving of a prize.

In the motor truck class, the entry of the Union Meat Company was given the first award, with the entry of the White Motor Car Company second. The

White Motor Car Company second. latter was a unique structure, a double-decker, with a big touring car, in which five pretty girls were seated, on top of the truck. The double-decker White the truck.

truck. The double-decker White truck was given as much applause as any other entry, for it combined the idea of pleasure and business self-propelled vehicles in one structure.

The entry of the Studebaker Company brought forth praise from all prettily designed car. Kenneth Honeyman's machine was a veritable picture of joy, a striking color scheme of black and gold being followed out in the decorations.

and gold being followed out in the decorations.

The big float of the New York State Society, with flower-laden pillars shooting up from the body of the machine, was an object of much praise. After the parade was over, the ladies in charge of the car took the machine to Riverview Cemetery and scattered the flowers on the grave of the late Judge Williams.

Williams. Williams.

The car in which Mayor Simon rode carried off a prize in the clubs and organisations class. C. A. Eastman drove a White gas car, which was The Oregonlan presscar.

gonian presscar.

Several protests on the awards will be filed, and it is believed that some of them will be sustained. The judges, it is believed, were conscientious and worked like demons, but it was not to be expected that every award could be correct. The "Butterfly Float," which was far and away the most elaborate in the parade, was given no mention whatsoever.

parade, was given he mention whatevever.

Carrying out one of the cleverest ideas shown in the parade, the entry of the H. O. Peck Company attracted more than usual attention. The car was called the "Three Crazes," automobiling, aeroplaning and motorboating, and the theme was carried out to a wonderful degree. A motorboat was built on the body of the car, and the other "crazes" were shown in the clever design. The car of W. E. Harrie, in which a tiny girl was queen of all she surveyed, was also a striking exhibit.

MASON IS PLEASED

Expert Landscape Architect Enthuses Over Festival.

COMMEND PEOPLE'S PRIDE

Eastern People Are Amazed That So Many Beautiful Roses Are Grown in One Locality, He Says, in Paying Tribute to Portland.

"The Rose Festival is coming up to my expectations and is making good on what it is represented to be," said Clarence Mason, the expert landscape gardener, who came all the way from Chicago to see the annual carnival, in commenting upon the automobile parade yesterday.

"It is hard for Eastern people to believe that so many kinds of beautiful roses may be grown in one locality without seeing them. The climate and soil here seem to me peculiarly adapted to the cultivation of roses, but there is another and still more important point that must

not be overlooked.

"The people of Portland take pride in growing roses. That is the secret of the, whole show. They make the cultivation of roses, the beautifying of their homes, a matter of daily routine and it has grown upon them until it is really a part of their nature, or a habit. From what I have seen of Portland it appears to be just as necessary to have a rose bush in the front yard as it does to have a latch on the gate."

Others who expressed themselves on the Rose Festival yesterday were: J. J. Smith, Seattle.—Seattle grows roses, but, O, you Portland. Alexander Hough, Butte, Mont.—Where are they going to get roses for the rest of the show?

of the snow?

Charles G. Christy, San Francisco drummer.—If I can find a room I shall stay for the whole show. "Jack" Carmody. Seattle—Portland's showing in the parade was magnificent, but say—little old Seattle was certainly

an also-ran—eh? President C. Hanford, of Seattle Automobile Club—I am a happy man to-night that I was in the best automobile week

parade ever held in the Northwest R. C. Rice, Seattle-When it sim mers down to a question of automobile parades, Portland has a chip on her shoulder. She has started a competition now, I think, for Seattle won't be happy until she equals yesterday's Mrs. F. Groner, Hillsboro-It was a

Mrs. F. Groner, Hillsboro—It was a beautiful display of automobiles, and I am glad to say that I was there. Captain McCann. Hood River—Yes, siree, Bob, horse and buggy, that was the parade of parades.

Will Foster, Eugene—I wouldn't have missed that parade if I had had to walk the ties all the way to the city. A. E. Lake, County Judge of Wasco County—"The Festival is a success in every sense of the word, and aside from the beauty of the rose displays, it should prove a strong advertisement for Portland and the entire Pacific Coast. The automobile parade was exceptionally beautiful."

H. V. Anderson, United States Forest Service, Grants Pass—"It was an imposing display of roses and a spectacle of such beauty as one sees only

tacle of such beauty as one sees only in Oregon. 'The Spirit of the Golden

tacle of such beauty as one sees only in Oregon. The Spirit of the Golden West' and the automobile parades were beautiful in the extreme."

Ralph P. Crane, Seattle—"Who was it who said 'See Portland and die?' Instead, it should have been, 'See Portland and live,' and stay on living for the sheer joy of life."

Rodney Harrison, San Francisco—"After this I will talk Portland to everyone—that is, if she supports us for the Panama Exposition."

Miss Letty Pritchard, Manchester, England—"Just lovely, just lovely, just lovely, I don't care how many times I say it, for that is all I am able to say."

RAINIER SPECIAL TRAIN

During Rose Carnival.

The Astoria & Columbia River Railroad will run a special train to Rainler and all intermediate points leaving Portland, Grand Central Station, II:00 P. M., Tuesday, Thursday and Saturday of Carnival week

PIONEER SEES FESTIVAL

MAN WHO HELPED TO MAKE TRAIL HERE TO SEE OUTCOME.

Sons of Friends of Yore Entertain O. F. Canfield, Who Came in Hostile Days of 1847.

From out the shadows of the Seven Devils peaks in Western Idaho came a pioneer of 1847 to see the Rose Fes-tival, and no visitor of half the years of O. P. Canfield has secured more of enjoyment enjoyment. White of hair and beard, the pioneer

white of hair and beard, the pioneer is staying at the Perkins, where he has found the sons of the friends with whom he crossed the plains and sought the clusive yellow metal of the Callfornia days of 1849.

"It is like waking from a dream," and I was a stay of the control of the callfornia days of 1849.

Creek, a branch of the Missouri River, about 12 miles from St. Joe. There were 300 wagons and we drove 1500 head of loose stock. Charles Matleck was elected captain of the train, but

riors who were going to give battle to the Pawnees. Their chief laid his spear and shield on the ground and in-

spear and shield on the ground and indicated that we were safe in his country. He told us that we must be careful when we reached the country of
the Snakes and Shoshones, as he believed them to be thieves and robbers.

"We had no trouble with any of the
Indians, although we passed the Grande
Ronde, Umatilla, Nex Perce and Yakima lands. Afterward a part of our
original train was in the massacre at
Whitman, in what is now the state of
Washington. Fourteen men and one
woman were killed that day. Two of
the living survivors are Mrs. M. J. Delaney and Mrs. Pringle."

Mr. Canffield now lives at Canfield,
Idaho, where he is engaged in stockralsing and mining. He was one of
the original California gold hunters. He
is being urged to lecture to the His-

"It is like waking from a dream," said Mr. Canfield yesterday, "and I thoroughly understand the bewilderment of Rip Van Winkle when he returned after that 20-year slumber on the banks of the Hudson.

"I have looked at your great city, enjoyed your festival and watched the parade of autos with delight. How sad it is that the men who taid the foundation for it all could not live to see the fruits of their toll.

"When I first saw Portland in Jan.

Sun Dogs Are Gorgeous.

ser, institute of their toil.

"When I first saw Portland in January, 1848, there were only five or six log cabins on the ground now occupied by skysorapers. That was the time that Peter Ogden effected the rescue of seven women and 32 children from the Cayuse Indians. Ogden paid \$500 in gold for them, after sending armed boats up the river to overawe the reds. The captives were delivered to Governor Abernethy at Oregon City. Some of those children were probably in the crowds along the sidewalks today.

These were not exactly circular in shape but were multi-colored and testing the sun. These were mouth accounted the sun. These were not exactly circular in shape but were multi-colored and testing the sun. These were multi-colored and the sidewalks today.

"When the sidewalks today."

"Was a member of the wagon train were probably in the crowds along the sidewalks today."

"Was a member of the wagon train which came across the plains in 1847, Our emigrants rendezvoused on Wolf geous."

BIG NIGHT TONIGHT

Electric Parade to Be Great Event of Festival.

DREAM TOLD IN ALLEGORY

Brilliant Spectacle, So Much Talked About Last Year, Promises to Be Grander Than Before-Floats Will Carry 50,000 Lights.

ELECTRIC PARADE TONIGHT STARTS AT 8:30 O'CLOCK.

Starting from the "den" in the 1905 Pair Grounds promptly at 8:30 o'clock, the electric parade, with Rex Oregonus, will move along Twentyfourth to Thurman: east on Thur-man to Twenty-third; south on Twen-ty-third to Northrup; east on Northrup to Twenty-first; south on Twentyfirst to Glisan; east on Glisan to Nineteenth; thence south on Nine-teenth, crossing Washington, to Morteenth, crossing Washington, to Mor-rison; east on Morrison to Third; north on Third to the Union Depot; rounding the depot loop and south on Fifth to Washington; west on Wash-ington to Twenty-third street; thence by the Twenty-third street route to the "den."

The electric parades of last year's Rose Featival were the most talkedof events for weeks afterward. It is believed the electric parades this year will be far ahead.

The pageant, known as "The Dream of Page Organya" is practically a second of the control of

The pageant, known as "The Dream of Rex Oregonus," is practically a children's fairy tale told in electricity. Rex Oregonus, the presiding spirit King of the Rose Festival, falls asleep. As he sits on his throne, a blaze of light surrounds him and, fascinated by the glare, His Majesty succumbs to Morpheus.

Morpheus.

As he sleeps he dreams. He dreams of kings past and present, of great pageants of the world. His thoughts turn to children's fairy tales. The heroes of great novels pass before his eyes. Shakespeare's fairy queens flit before him.

eyes. Shakespeare's fairy queens flit before him.

He has a vision of Cleopatra on the Nile. He sees the Queen of Sheba coming to Solomon loaded with sems of light. Neptune bows before him. Halley's comet consents to stop on its starward way and pass before the throne of Rex Oregonus.

Enthroned in beauty, Miss Portland also makes obelisance to Rex Oregonus, and last of all, eight human rosebuds slip past him, nodding. The human rosebuds are enormous rosebuds, made of real rose petals, illuminated, but in the center of each perfect flower nods a dainty little girl.

Miss Portland is said to be the most beautiful young woman in Portland, but until the parade her name will not be announced.

Glare Will Be Seen Afar.

The electric parade floats have been built on car tracks at the 1805 fair-grounds. With the exception of the trolleys and the conductors walking behind the floats, there will be nothing ordinary about them. The drivers will be attired in conformity to the floats. Thus they may be demons, graceful fairies, winged angels or some other character.

Over 50,000 electric lights have been over 50,000 electric lights have been used to illuminate the floats, and the consumption of electric current is such as to task the supply stations. Last year it was reported that the glare of the procession was seen from the slopes of Mount Hood, 60 miles away.

The floats will move at intervals of a block and will stretch out for about one mile. Half an hour will be consumed in the passing of the beautiful

procession.

The parade will move promptly from the carsheds at 8:30, reaching the downtown streets from 9 to 3:30 o'clock. It will be the one parade worth hours of waiting.

will be the one parade worth hours of waiting.

The following is the line of march:
From the "den" to Twenty-fourth street; south on Twenty-fourth street to Thurman; east on Thurman to Twenty-third; south on Twenty-third to North-rup; east on Northrup to Twenty-first; south on Twenty-first to Glisan; east on Glisan to Nineteenth; thence south on Nineteenth, crossing Washington, to Morrison; east on Morrison to Third; north on Third to Union Depot, rounding depot loop, and south on Fifth to Washington; west on Washington to Twenty-third street; thence by Twenty-third-street route to "the den."

Order Floats Will Take.

Order Floats Will Take.

The following is an epitome of the story told by the floats in the order they Rex Oregonus falls asleep on his throne, hypnotized by a blaze of light. The winged charloteers of the air come

to pay tribute. Drawn by bespangled butterflies, moths and fireflies, the chariots pass.

iots pass.

Neptune, ruler of the water world, adds his tribute to the Festival King.

Venus, queen of beauty, bows also.

Cinderella, with her crystal slipper transformed, steps down to earth from

was elected captain of the train, but after leaving St. Joseph the train broke up into smaller companies and we were more or less separated.

"While we were in the buffalo country, our attention was attracted to a great dust out on the plains and our men were hastily armed for a hunt. It turned out that the dust came from the hoofs of a large band of Sioux warriors who were going to give hattle to

Nile, surrounded by her maidens, pays tribute.

Miss Portland nods.
The glories of an Indian Durbar are shown before Rex Oregonus.
Don Quixote swaggers by, showing obeisance to no man.
Queen Titania files from a Midsummer Night's Dream to be in Portland.
The Queen of Sheba pays tribute with igens that blaze and scintillate with light.
Aurora, the goddess of the morning.

Aurora, the goddess of the morning, moves in a ruddy glare toward the rising The human roses bld farewell to Rex and his glory.

VANCOUVER SENDS 42 AUTOS

Everyone Who Can Leave Attends Rose Festival.

VANCOUVER, Wash., June 8 .- (Spe cial.)—Forty-two automobiles crossed the Columbia River today to take part in the automobile parade this afternoon. Ten of the machines were decorated. Letters to