

FESTIVAL SPIRIT SCOFFS AT RAIN

Ardor of Street Crowds Is
Undampened by Weeping
of Laden Clouds.

NOISY THROG CELEBRATES

Merry-Makers Turn to Their Horns,
Bells and Song When Electric
Parade Is Postponed—Bands
March, Hordes Follow.

Despite the rain and the postponement of the electrical parade, the crowds that had assembled on the business streets to see the night pageant remained until a late hour last night. They surged through the illuminated thoroughfares, blowing horns, ringing bells and singing. The rain did not bother them.

Downways of business buildings held their full capacity of humanity. These places formed vantage points from which to view the passing throng.

Souvenir vendors peddled their wares to the good-natured throng. Their monotonous cries mingled with the shouts of the festival visitors in an inharmonious chorus. It was the real carnival spirit.

Announcement early in the evening that the electrical parade had been postponed caused some disappointment. To send the gorgeously trimmed floats through the streets in such uncertain weather would have been foolhardy, declare festival managers. Many of the decorations are of delicate construction and would have been ruined by the rain. The young women who are to occupy floats will be dressed in delicate fabrics and a parade through the rain, it is feared, would have endangered their health.

Music for the throng in the business district was furnished by the Portland Musicians' Union. Seven bands were employed, and assembled at union headquarters, ready to take part in the electric parade. When the parade was called off, M. L. Brown, leader of one of the bands, suggested that they combine and march through the downtown district. All assented. A crowd followed the white uniformed musicians, as they marched up and down Alder, Washington and Morrison streets. About 100 musicians were in the band.

AUTO PARADE IS GREAT

(Continued From First Page.)
schedule time. Streets along the route of the parade were roped and the crowds were well handled. The order issued this year prohibiting automobiles not in the parade from encroaching inside the curb lines made it possible for a greater number of persons to see the procession.

Police Head Procession.
A squad of police also rode at the head of the line, occupying neat little cars provided for the purpose. The Fire Department was represented by Chief Dowell in a rose-covered car. A piece in the shape of a bell added beauty to this entry.

Instead of occupying the place near the head of the procession, to which he was entitled, W. J. Clemens, president of the Portland Automobile Club, rode in line with the touring car division and took first prize in his class. His car was decorated in goldenrods, blue larkspur and ferns, the combination forming the colors of the Automobile Club. In the car with Mr. Clemens were Mrs. Clemens, Miss Jean Clemens, their daughter, Miss Lucile Clemens, a niece, and Mrs. J. A. C. Tait.

The car of Oliver K. Jeffrey, who arranged the details of the parade, was decorated in white, symbolizing a bridal festival. Mrs. Jeffrey and a number of friends were in the car, the women being attired in white.

Women Flout Prize-winners.
Mrs. Fred O. Jennings, winner of the third prize in this division, drove her own car, a lovely pink and white scheme, the costumes of the occupants being of the same colors.

The entry of L. B. Menefee, one of the recipients of honorable mention in the touring car class, was filled with pretty girls attired in pink and white. The decorations were in pink roses and smilax.

Mrs. E. L. Devereaux, who also won honorable mention, had a car trimmed in larkspur.

Miss Genevieve Thompson, winner of honorable mention, was accompanied by a number of girl friends. They included Misses E. Cobb, Judith Scott and Miss Meldrum. Their machine was decorated in pink roses and smilax and the dresses of the occupants were in conformity with this color scheme.

W. E. Roberts had an attractive entry in which pink roses predominated.

Others Attract Attention.

Thomas Bilyeu had a car that attracted much favorable comment. In it with him were Mrs. Bilyeu, Mrs. Emery, Mrs. Jackson and Mrs. Funkhauser, of Houston, Tex.

Another pretty touring car was that of Mrs. Caille Godfrey, with whom rode Miss Bedeen Rankin, Miss Grace Rankin and Miss Nettie Rankin.

Mrs. Helen Ladd Corbett had a car decorated in white. The occupants were Miss Helen Ladd, Miss Leslie Smith and Miss Georgiana Leadbetter.

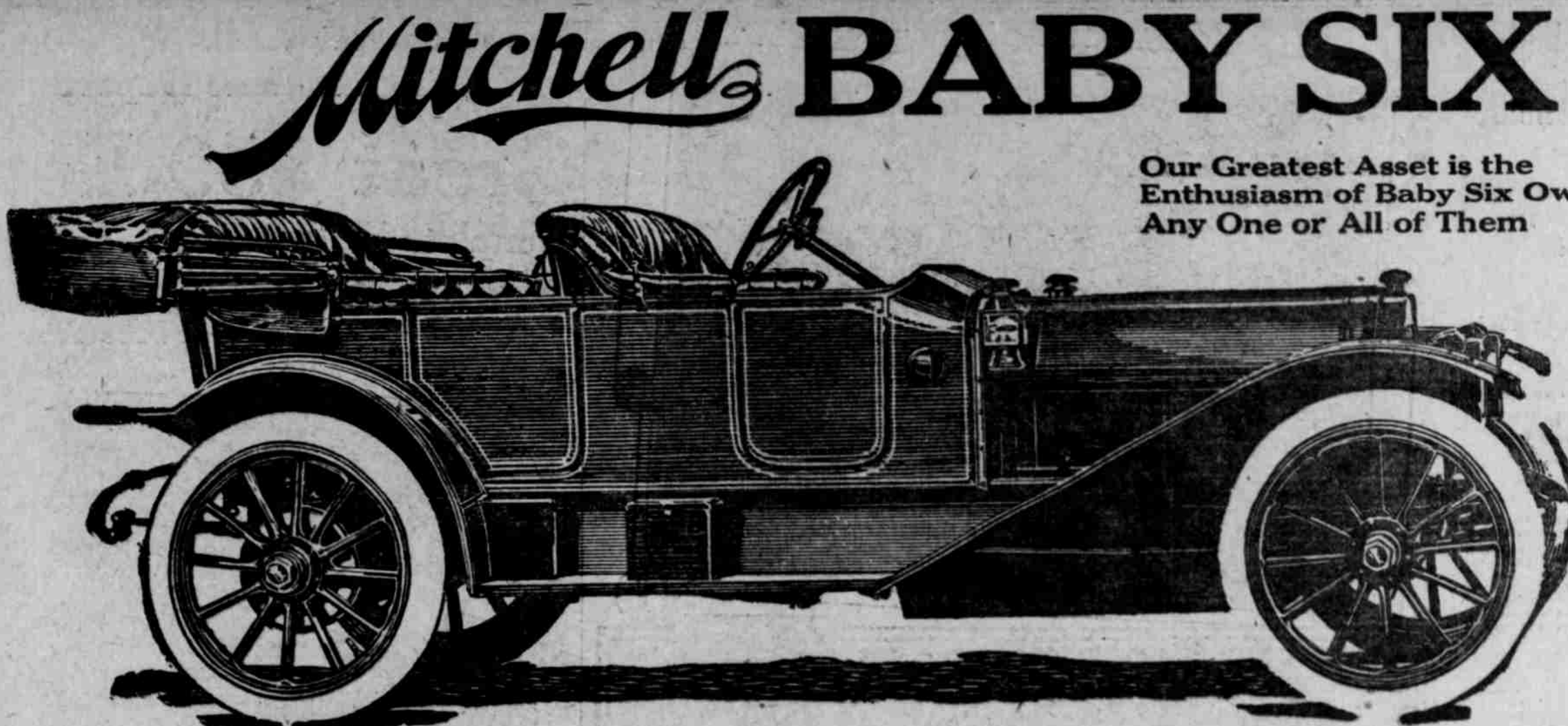
R. E. Blodgett and wife rode in their handsomely bedecked machine in company with Mr. and Mrs. L. Withers.

Roses and ferns were the decorations on George M. Smith's entry. Misses Grace, Hazel and Dorothy Smith and Miss Jane Stine rode with him. Red roses and ferns were the principal decorations on F. W. Volger's touring car. The women occupants carried green parasols. They were Mrs. Volger, Mrs. Clark, Mrs. Young, Mrs. Pallas, Mrs. Wilson, Mrs. Miller, Ray Wilson and Miss Mary Wilson.

Miss Margaret Keating's entry in the touring car division was decorated in yellow and made a handsome showing. That of T. A. Sutherland was made attractive with a display of American flags.

Other entries in this division included those of G. J. Kaufman, W. W. Reading, Mrs. J. F. Cordray, G. W. Parker, G. W. Herren, Miss M. Hoffman, J. C. Olds, Mrs. Sohn, Ed Campbell, Seld Back and a number representing the Seattle Potlatch Association.

A. H. Elders took the prize for the most unique entry. His entry con-



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ALSO AT SEATTLE AND BOISE

sisted of a basket in which rode pretty little girls, on a bed of moss. It received much applause along the entire route.

Artisans Enter Ten Cars.
The United Artisans had the largest entry in the class of club entries and artificially decorated automobiles, bringing 10 cars to the lineup. The variety in the decoration scheme was not great, the prevailing motif being masses of pink roses upon white or tinted bunting and white costumes for the occupants of the machines.

Represented in the entry of the Artisans were Arleta Chapter, with J. Gould, O. P. Waggoner, Mrs. G. A. Ormsby, Mrs. R. Amato, Mrs. W. Bushman, Mrs. E. A. Albert, Mrs. L. W. Phelps, Mrs. Della Stanford, Miss Marie Rothliabarger and two little girls, Ruby Phelps and Marguerite Amato. Mrs. Bushman, crowned as a queen, sat on a raised dais, surrounded by the others in the party. Portland Chapter, with L. Quimby, W. A. Wheeler, Mrs. L. Wanless and Mrs. W. A. Wheeler. A huge horseshoe of white roses, surmounted by a crest of red, was its decoration. This car received second prize in its class. Oregon assembly of Artisans.

Seattle's entry in the class of arti-

ficially decorated cars consisted of four machines, in which Joseph Blithen's Potlatch car, representing the Seattle Ad Club, carried away first prize for the handsomest artificially decorated car in line. The car was trimmed with white and yellow bunting and masses of big white daisies. Over the heads of the occupants grinned the gigantic face of the Seattle Potlatch "bug." The party in the car consisted of Mr. and Mrs. Blithen, Mr. and Mrs. J. C. Slater and T. J. Geoghegan. Fred Cavanaugh and party in a similarly decorated car also represented Seattle.

The Seattle car, occupied by Bert Swasey and party, was not trimmed with flowers, but was covered with streamers consisting of chains of tiny polka-dot bugs, replicas of which were tossed out to the crowd all along the route. Following this party came Horace McClure, president of the Seattle Press Club, W. C. McKay, A. M. Frasier and Harry McKnight. In the Seattle Press Club car, simply decorated in the yellow and white colors of the Potlatch.

The most grotesque display, and the car that was accorded a special prize in this class, was the "tired" entry by the O'Gorman Rim Company. On a

huge truck, decorated with purple and white bunting, sat two colossal figures built entirely out of tire rims. A pump in the body of the car forced air into the figures in continuously varying pressure, which caused the grotesque figures to squirm into ridiculous attitudes. The passage of this car along the line of march invariably was the signal for applause and a chorus of laughter.

The W. C. T. U. was represented by a car massed in greenery and fringed with red rose blossoms, in which rode Mrs. Margaret Christian, Miss H. Houston, Mrs. C. A. Ponnay and Mrs. S. A. Downing. Under a canopy of flowers with little twin girls, Ethel and Irma Brock, the Christian Endeavor party rode. In this car were Clarence Sprague, G. E. Baker, Miss Essie Maguire, Miss Edna Murray and William White.

The Progressive Business Men's Club had a party of men dressed in white in a car swathed in red bunting and surrounded with potted plants. Dr. B. F. Young, A. M. Clark, Dr. O. J. Ferris, F. L. Gollubur and A. L. Stephens were in the party. This car received third prize in its class.

Winner of the first prize in the class

was the entry of the Lyle Commercial Club. The body of the car was covered solidly with locust leaves on which was massed a beautiful display of pale blue "Ragged Robins" interspersed with white roses. The ladies in the car wore white and carried white parasols. Members of the party were: Van Houtel, Mrs. L. H. Lawson, Mrs. G. N. Thompson and Mrs. C. L. Havard.

The ladies' auxiliary of the Grand Army entered a float trimmed in red and white roses, in which rode Mrs. Georgia Stuyves, department president; Mrs. May Shelley, Mrs. Carl Abraham, Mrs. Nellie Kelland, with Earl Shelley driving; Mrs. L. D. Thomas, principal of the Almsworth school, rode in the school's float with a party of eight children. In another entry of the Women's Christian Temperance Union were represented Mrs. Ada Wallace Thrush, state president; Mrs. Ward Swope, secretary; Mrs. Eva C. Wheeler and daughter.

Two Enter Electric Class.
In the electric class there were two entries, each winning a prize. Mrs. W. A. T. Bushong and Mrs. Charles Venable took first and second, respectively. The Portland Railway, Light & Power Company had 11 cars in class B. Their

best machine took third place. First was taken by a car belonging to the Pacific Telephone & Telegraph Company. It was a large touring car well covered with white roses, daisies and blue ribbon. A band of "hello girls" toggled out in their best, helped the judges decide the award. Misses Anna Rolch, Nina Blood and Clara Bushnell were in the tonneau.

The second ribbon went to the North Bank Railroad, which had a machine so covered over with roses that the driver was barely visible. On the hood was the replica of a locomotive worked out in roses. The girls in the car were Misses Madeline Fowler, Loretta Jennings, Helen Woodburn and Virginia Smith. P. L. McNeal was the driver.

One of the novel exhibits in the parade was presented by the Harris Ice Machine Works of St. Johns. It consisted of an unusually large piece of ice in which rose wreaths spelling the word "ST. Johns" were frozen. The cake of ice was nearly 15 feet long and five feet high.

Working Telephones Shown.

The Bell Telephone Company also had a float representing a telephone exchange in full swing. Two exchange boards and the offices of the various departments were shown all hooked up and transacting business with each other.

On the John Deere Plow Company machine was a harvest field, the sod being a bed of roses. On the rear was a boy 5 years old who was driving a deer at the plow.

The Home Telephone & Telegraph Company had machines well decorated with roses and red ribbon and carrying a load of fair telephone employees.

The Edbank truck, a Portland-built automobile, was artistically decorated. The Portland Pure Milk & Cream Company and the Olds, Wortman & King store also had well-decorated auto-delivery wagons.

The Peterson Machinery Company had a substantial entry, as did the Columbia Hardware Company, Williams & Co. and the Spirella Corset Shops.

"Jeter Fogg," a character created by a cartoonist on an evening paper, appeared in real life in familiar attire and whiskers.

The Multnomah County Fair at Gresham received much publicity through the enterprises of Gresham residents in entering three or four attractive floats. E. M. Roberts and wife, E. G. Kardell and wife and Miss Irene Roberts occupied one of the machines. A. E. Thompson, Miss Letitia Davis, Laura Davis and Ava Thompson and Kirk Thompson were in another.

Sunday Schools Make Displays.

The Mount Tabor Sunday School won first prize in its class. Second prize went to the First Universalist Sunday School at Broadway and East Twenty-fourth street. A committee under the direction of Mrs. E. E. Thomas decorated the car of Mrs. E. S. Snelling, of Irvington, for this display.

Honorable mention in the Sunday School division was divided between the Mount Tabor Methodist Sunday School and the Third Baptist Bible School, each having a creditable entry in line. The Mount Tabor boys had a big "bonnet" sign in roses.

One of the most interesting entries in this division was that of the Quaker Sunday School, which carried a dozen young girls neatly attired in conventional Quaker dresses and bonnets.

Other entries in the Sunday School division, were the First Congregational Church, Emmanuel Baptist Church, Waverleigh Heights, with a display of daisies and a banner reading "Rose City Is a Daisy," Christian Church, Laurewood, Taylor-street Methodist Church, Grace Church, Highland Sunday School, Arleta Baptist Church, Piedmont and Central Methodist Church.

Public Schools in Line.

Many public schools were represented. Thompson, with its handsomely decorated machine taking first prize, second went to Holladay, while the Grade Teachers' Association, with its red and white adornments took third. Honorable mention went to Almsworth School.

At the close of the parade the prize winners went to the Portland Hotel, where the prizes were awarded by O. K. Jeffery, Frank C. Rogers and H. L. Keats. The judges were thanked by the winners, who in turn were congratulated by the losers.

The judges were Professor Robert Krohn, A. E. Doyle and Calvin Heilz, on the grand prize for the most unique and the most grotesque car, the touring car class and the schools and organizations divisions. J. C. English and F. A. Taylor were judges for the other classes.

As a means of ventilation, 80,000,000 cubic feet of ammonia air will be pumped every day into the railway tunnels of London.

SCENE IN FRONT OF FEDERAL BUILDING ON MORRISON STREET WHEN HEAD OF AUTOMOBILE PARADE WAS PASSING.



VIEW SHOWING GRANDSTAND FILLED TO CAPACITY, CROWDS ON SIDEWALKS AND CURBS.