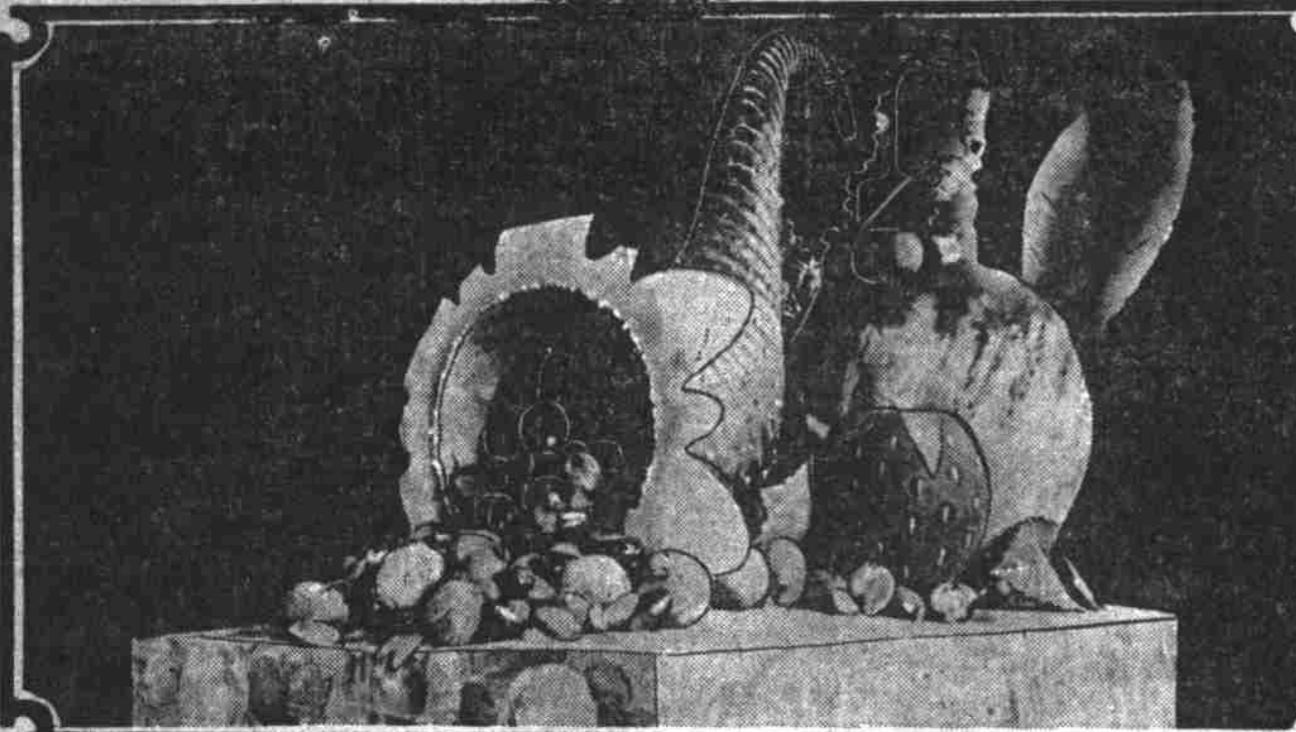


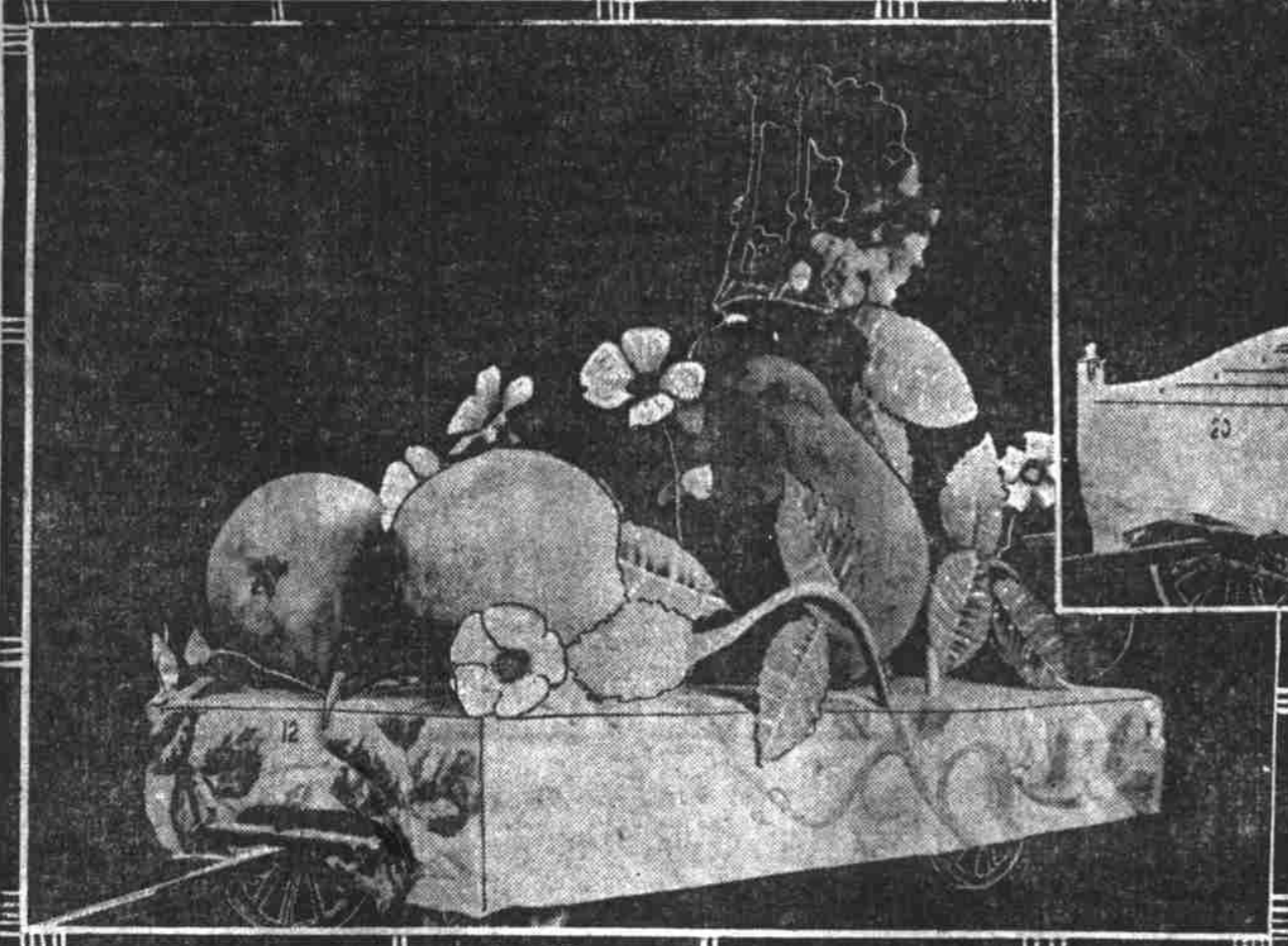
MAGNIFICENT FLOATS SHOWN IN ROSE FESTIVAL PARADES DURING THE WEEK



THE DALES FLOAT.

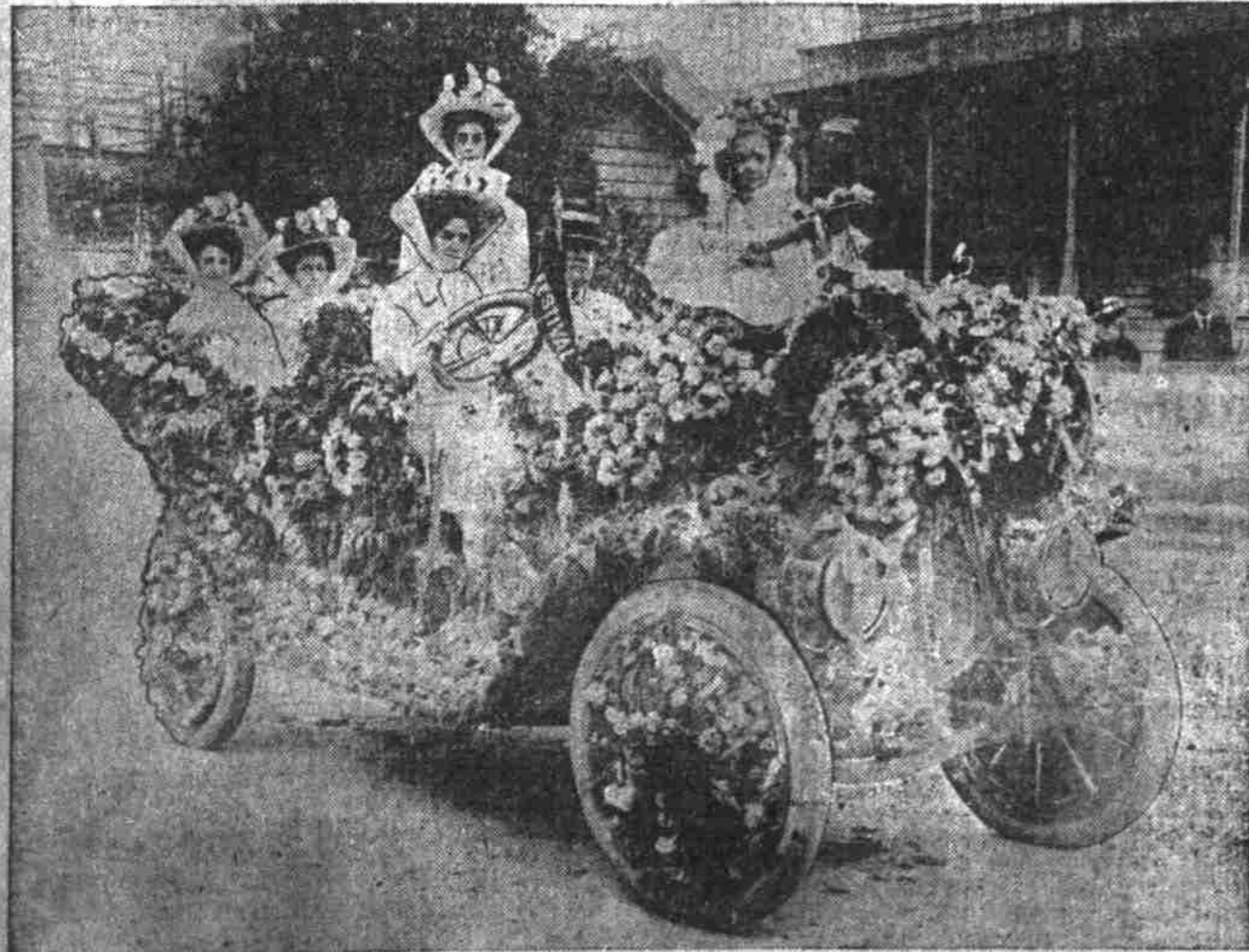


HOOD RIVER FLOAT.



MEDFORD FLOAT.

ONE OF THE PRIZE WINNING CARS IN THE FESTIVAL AUTO PARADE



Mrs. H. L. Keats, who won a first prize in 1907 during the Rose Carnival, again distinguished herself last week by winning first laurels in the auto parade. White roses formed the background of the car, while Oregon ferns constituted an essential feature of the decoration. Miss Mildred Keats sat on a seat of roses above the hood of the machine. Mrs. G. C. Moser, Mrs. W. G. Gutman and Mrs. C. M. Whitcomb rode on the back seat of the car. Thousands of Portland roses were used in decoration.

To Oregon's loyal cities must go much of the credit for the success of the Rose Festival. Had it not been for the patriotic interest displayed by the commercial bodies of many of the cities of the state the two big night parades of the festival with their magnificent floats could not have been what they were—the finest spectacles ever seen in the west.

Early last fall when the Rose Festival was first planned on the splendid scale on which it was carried out the proposition being represented in some of the festival parades was placed before all the larger cities of Oregon. In almost every instance the opportunity of advertising the wealth and products of their particular section of the state was appreciated and improved by either the city governments or by the commercial organizations of those cities. The magnitude of their work and the scale upon which the floats were being constructed was not realized

until Tuesday night's parade when somewhat to the surprise of everyone the "Spirit of the Golden West" parade was given.

It was the spirit of the golden west in every way. The cities of Oregon, inspired by the desire to be fittingly represented, responded with from \$400 to \$1,000 each for the construction of floats. The results spoke for themselves. It is safe to say that nowhere but in the golden west could so liberal and speedy response to the invitation of a sister city be given.

Great Horn of Plenty.
Hood River had a magnificent float showing an enormous horn of plenty—as great as that original cornucopia that Jupiter broke from the head of Amalthea and like it, apparently filled with whatever the possessor might wish and the greatest treasure of the Goddess Plenty. Rolling from out this cornucopia were apples and peaches, cherries, strawberries, melons, every fruit and berry that the country grows in such wonderful profusion. Behind the horn was a huge strawberry and in the rear

of the car a still bigger apple—the famous Hood River apple—bearing the throne of the queen.

St. John's float was especially interesting because of forecast for the future contained in its design—"The New St. John's." It showed the Willamette river, teeming with boats, crossed by the fine new steel bridge. Above was the "cloud city," showing the new buildings now under construction, the immense new packing plants of the Swift and other packing companies, built in the clouds but resting upon the sure foundations of the present prosperity of St. John's.

One of the most original of the floats and one that carried its message of prosperity and promise as strongly as any was that of Astoria.

It showed two enormous sea serpents, one ranged on either side of the float, carrying the key to the Columbia between them. The forward part of the float showed the Columbia river emptying into the ocean and the vast number of vessels of every description entering and leaving the port of Astoria.

the Alaska-Yukon-Pacific exposition in Seattle. Beneath the model of this building was a design showing the exposition grounds as they will look when the buildings are completed and everything is in readiness. On the rear of the float was a big emblem showing the setting sun design of the state of Washington.

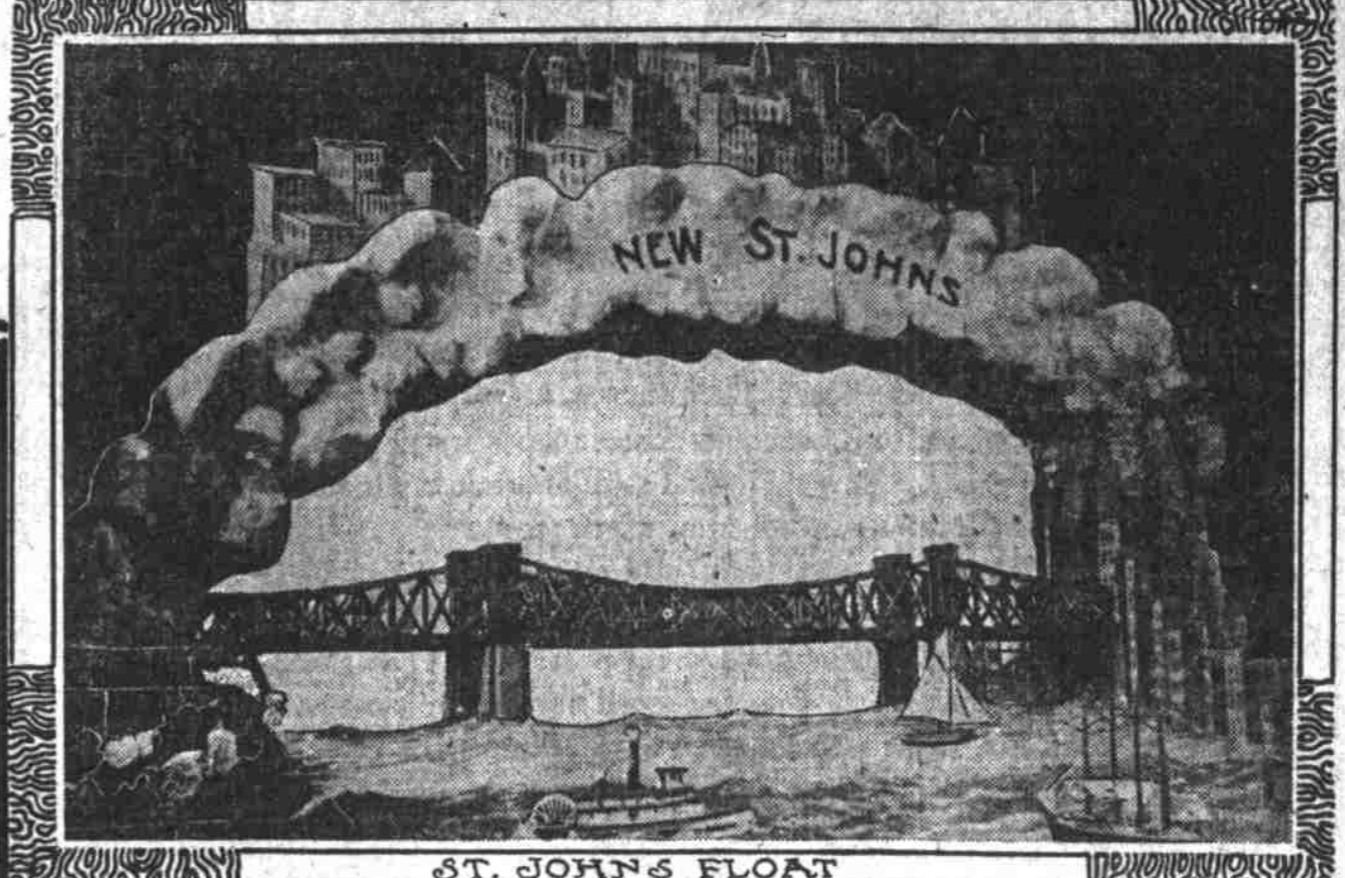
Part of Klamath Falls.
Klamath Falls was there with a float designed to show what she is doing in the way of increasing the agricultural statistics of the state—cherries, melons, cantaloups, everything that southern Oregon grows was there in profusion—and of course it was all crowned by another pretty girl—it's fortunate the judges were not called upon to decide between the pretty girls that the Oregon cities sent to Portland—they would have been wrangling yet if the task had been set them.

There were other handsome floats, too—showing the history of the northwest from the early days, the signing of the Louisiana Purchase treaty, the coming of the white men and of Father McLoughlin, the early settlers and incidents in the civilization of today.

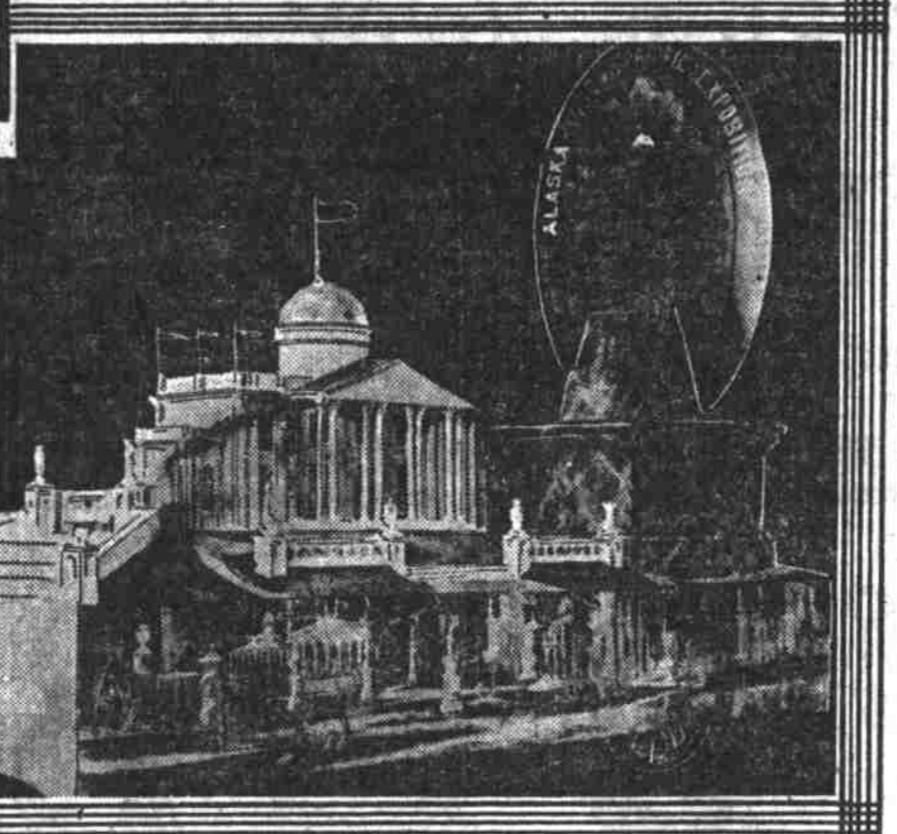
All of the floats, both those in the parade of Tuesday night and in that of Friday night were designed in Portland. The Chinese floats were probably the richest and most elaborate things of the kind ever built in this country.

They were correct in every way and were lined and decorated with wonderful oriental fabrics and pieces of art work. The Chinese and Japanese floats in Friday night's parade were particularly beautiful and attracted widespread attention, so much so that an effort is to be made to preserve them intact.

All of the floats were designed and built by J. W. Harper following suggestions made by the various communities interested. Mr. Harper for 27 years was designer of floats for the St. Louis Velled Prophets and returned to the work of building floats for the Velled Prophets carnival next October. A short time ago he declined an offer of a life position as manager of the Velled Prophets display department in order to complete his work in Portland and fulfill his contracts with the local festival people.



ST. JOHN'S FLOAT



ALASKA-YUKON-PACIFIC EXP. FLOAT.

PARTY LINES NO IMPOSSIBLE WALL

Legislators of Many Other States Have Voted for Senators Not of Their Faith.

According to Senator Fulton and certain ultra-partisans of the G. O. P., members of a state legislature would do an unheard-of thing to vote for a candidate for United States senator who is not of their own party faith.

The Fultonites apparently have not kept their fingers on current political history in other states, where, without any Statement No. 1 in any of the southern states, where the height of party politics have deliberately voted for candidates of other parties for United States senators.

The history of the legislative deadlocks show that many of them have been broken by the breaking of party lines. Sometimes this was the result of secret deals or of fusion for supposed advantages. Sometimes it has been done for factional revenge. At other times there has been a deliberate desire to compliment popular candidates of another party.

In Other States.
Not many weeks ago four Democratic members of the Kentucky legislature voted with the Republicans and sent William O. Bradley, Republican wheel horse and Democrat hater, to the United States senate. Theirs appears to have been an act of resentment. They were not directed by popular vote to go outside their party, but they did it.

In Massachusetts a number of years ago the Democrats in the senate elected the venerable Senator Hoar for another term. Here, according to the Fulton version, the height of party politics was reached. Yet there was no lynch-ing.

In Minnesota the Democrats have likewise complimented Senator Nelson. Similar situations can be recalled in other northern states, where the scale of the parties is reversed, Republican legislators have frequently voted for Democratic senators.

How Palmer Was Elected.
In Illinois in the days when the Populist party was growing into a national party one of its antecedent organizations known as the Farmers Mutual Benefit association, held the balance of power in the election of a senator. It used this power by sending a Democrat, John M. Palmer, to the United States senate. Palmer was far removed from Populist ideas, for a few years later he headed the Democratic ticket as nominee for president in the historic campaign of 1896.

These are a few examples of what

legislators have done under the old system, when they were exercising their own free will.

RAILWAY HEARINGS; SALEM AND LYONS

(Salem Bureau of The Journal.)
Salem, Or., June 6.—The complaint of T. E. Wall, who has asked that the Corvallis & Eastern railroad be compelled to build a depot at Lyons, will be heard by the railroad commission at Lyons, Saturday, June 20.

In the case of G. P. Burdick vs. the O. R. & N., the Southern Pacific and the Northern Pacific, a hearing will be had Thursday, June 11, at Salem. Burdick complains that contracts for shipping livestock were violated by these railroad companies.

Aberdeen Postmaster Raised.
Aberdeen, Wash., June 6.—Aberdeen is one of four towns in western Washington whose postoffices show enough increased business to warrant an increase of salary and whose postmasters will have \$100 added to their salaries July 1. The receipts of the office at the close of the year showed an increase of 16 per cent.

Medford of course means the Rogue river valley, and the Rogue river valley of course means many things, but particularly fruit. And Medford's river is fruit-laden—showing the big red apples that get their color from the sunshine with which the Rogue river country is blessed. On top of the finest and biggest of these apples was placed the throne, which was graced by the girl chosen to represent the popular young woman in Medford—Miss Hazel Tice, with a smile as sunny as her own section of Oregon.

And did you see the big walnut—and can you see a walnut in Oregon and not think of McMinnville? Of course not, for McMinnville raises the best walnuts in the world and wants all the world to know it. Her float went a long way to bringing about this mutual understanding. It showed a big walnut, fully 18 feet in diameter, with the meat showing in one half-shell and in the other McMinnville's queen of the festival.

Seattle's enterprise was exemplified by a float showing the proposed Oregon building now under construction at

OWENS CLEARED OF BLACKMAIL

J. Whyte Evans Fails to Sustain Charges Before Los Angeles Jury.

Los Angeles, Cal., June 6.—Dr. J. S. Owens was found not guilty of the charge of attempting blackmail today by a jury in Judge Monroe's court. The defendant in the action brought by J. Whyte Evans, the traction promoter of Portland, was in court when the verdict was brought in. The complaining witness was absent. Dr. Owens smiled confidently when the 12 jurors entered the courtroom half an hour after the judge had read his instructions to them.

"Gentlemen of the jury, have you reached a verdict?" asked the judge. "Yes; not guilty," was the foreman's answer.

Following the announcement there was an exchange of congratulations between attorneys, jurors and friends of the defendant. Dr. Owens shook the hand of each juror and expressed his thanks.

He had been charged with writing a threatening letter to J. Whyte Evans, a wealthy railway promoter of Portland, Oregon, asking him to pay nearly \$4,000, which he said Evans owed him, or suffer the consequences. In the letter Dr. Owens spoke of his intimate knowledge of the past of Evans, mentioning the fact that Evans had been convicted of a felony and had served time in San Quentin prison.

ELKS' FLOAT LIGHTED WITH ELECTRICITY

One of the prettiest features in Friday night's parade was the Elks' float, designed by Julius C. Friendly, the chairman of the committee assigned to the work of getting up something symbolical of the order. Mounted on a base was a beautiful chariot drawn by two large specimen elks. In this chariot were three little girls—Maudie Fryer, Marjorie Gardner and Beatrice Wilson—throwing flowers throughout the entire parade. Behind the chariot was a forest scene and two elks heads were protruding therefrom.

The float carried its own storage battery for illumination and was the only float in the parade electrically lighted, and throughout the entire line of march was heartily applauded. Preceding the float on horseback was Julius C. Friendly and his aides, Dr. James Sternberg, W. M. Robinson, E. C. Friendly, Robert Suen and Dr. J. D. Fenton. Much credit is due the efforts of the committee appointed by the lodge. This committee was composed of J. C. Friendly, who superintended the entire construction; George Otten, Dr. J. D. Fenton and Judge Robert Morrow.

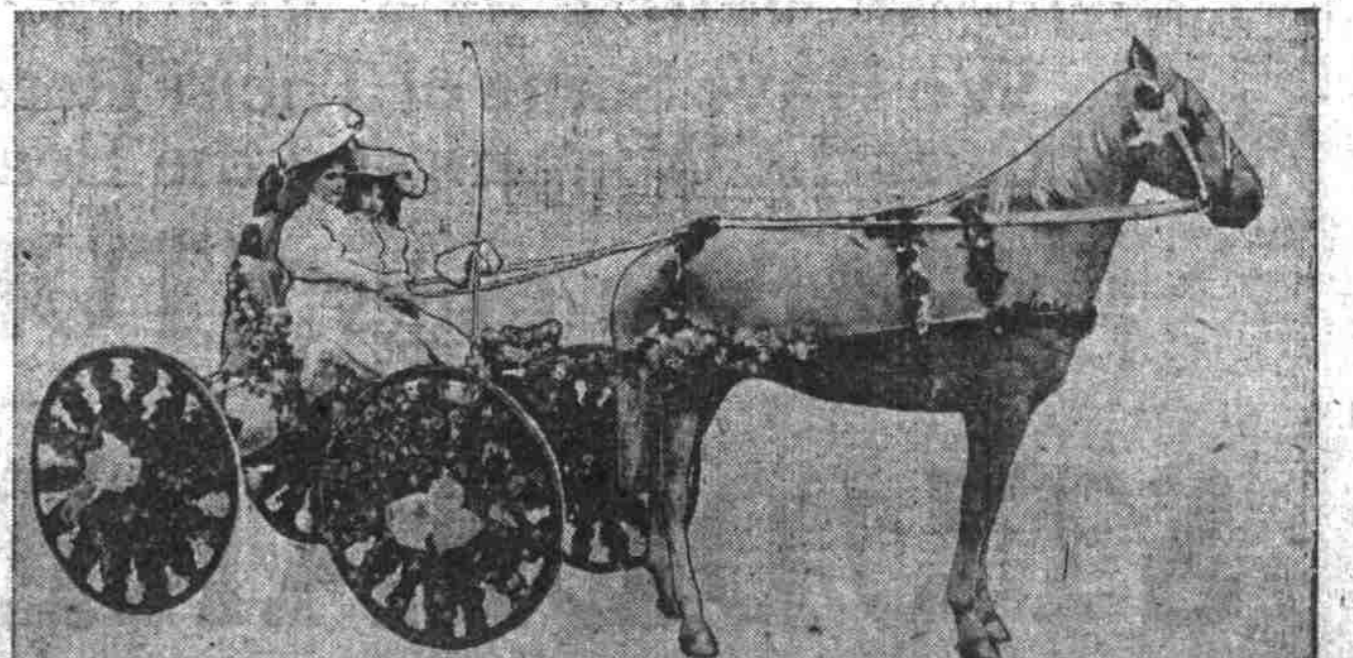
GIRLS SHOW TRUE CARNIVAL SPIRIT

Twenty-eight little girls aboard the Piedmont float in Thursday's floral parade won smiles and applause from people all along the line of march. Giving their yell in response to the friendly greeting of the multitude, they imparted to all their spirit of enthusiasm and good will. Faces that were serious in watching the parade before these cheerful Yokes came into view were wreathed in smiles after they had passed. The true carnival spirit was with these youngsters. It was a real holiday for them and they are looking forward to next year's carnival when they expect to yell even louder for their evergreen home place.



Madalyn Miller (No. 9), winner first prize bicycle contest (east side). Miss Miller is the daughter of W. S. Miller, The Journal's east side representative.

THIS HORSE WAS RIDDEN BY THE KING OF THE FESTIVAL ON HIS ENTRY



The buggy of Mrs. A. G. Riddell in the floral parade was trimmed in red, white and blue and Mrs. Riddell and her sister, Miss Murray, wore blue silk suits. Red and white roses were used in decorating the buggy. The horse was the one that king rode when he entered the city on Monday.