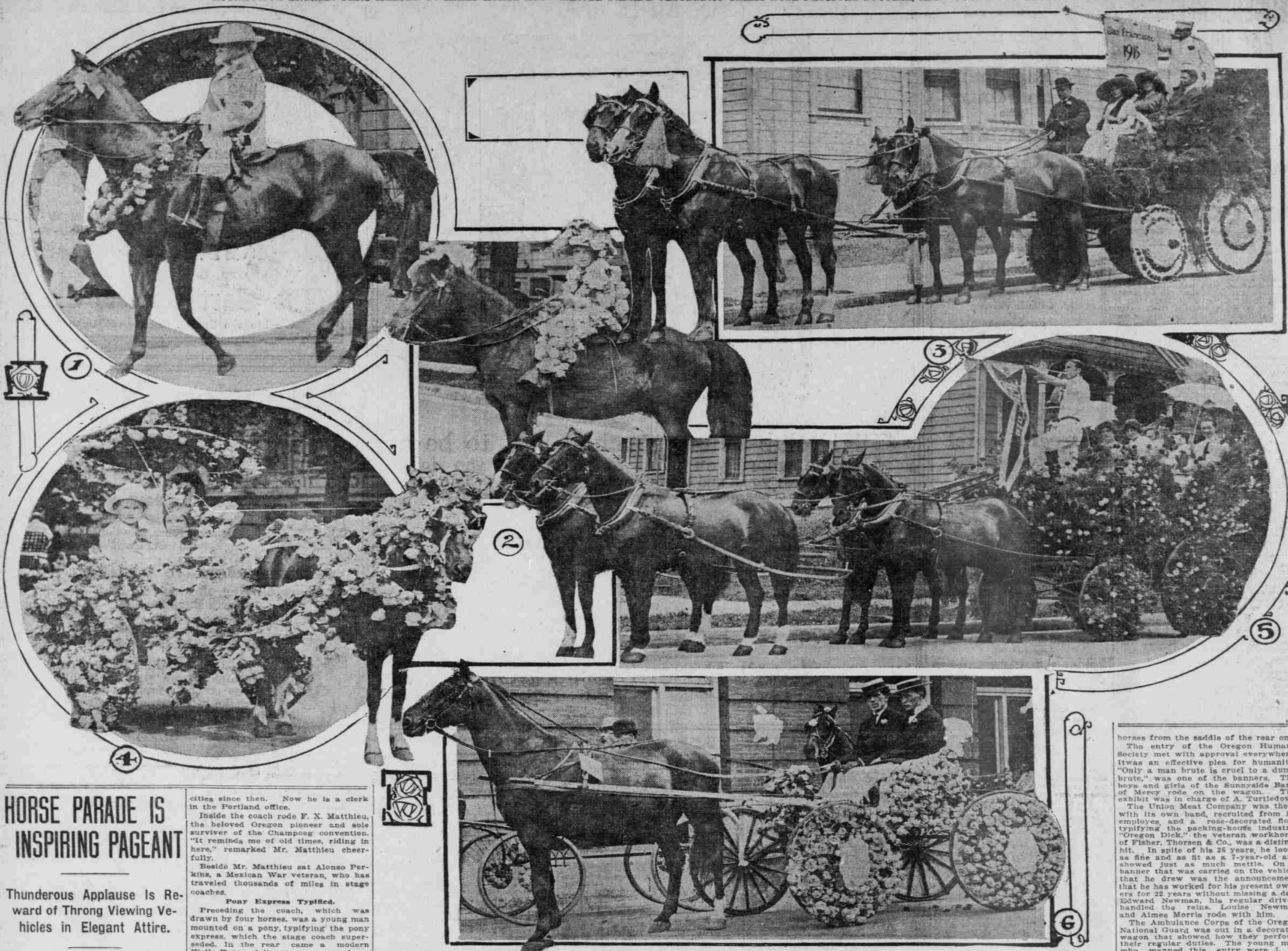


ATTRACTIVE ENTRIES THAT HELPED TO MAKE HORSE AND VEHICLE PARADE YESTERDAY GREAT ROSE FESTIVAL SUCCESS, AND OFFICIAL OF MARCH.



HORSE PARADE IS INSPIRING PAGEANT

Thunderous Applause Is Reward of Throng Viewing Vehicles in Elegant Attire.

NOVEL FEATURES ARE MANY

Organized Delegations of Visitors Make Impressive Showing With Brilliant Costumes and Drills. Fine Animals in Line.

(Continued From First Page.)

their bled friends, who, individually and in organized force, gave the parade some of its most attractive features.

The Pasadena Knights, the Royal Oaks of Oakland, the Eugene Radiators, the Chinese and the Italian societies, the letter carriers, the firemen and numerous other clubs and organizations that went on foot added life and splendor to the pageant.

Some Vehicles Unadorned.
In the workhorse section the size, grace and beauty of the animals were unquestioned, although some of the vehicles were painfully unadorned. Just why they should have been permitted in the procession with wagons and carriages of elegant attire was a question that hundreds of people tried to answer.

Roses were used in profusion. They were arranged with taste and care. In this respect the entries of the fire department probably excelled. They had six separate vehicles in line. That of truck No. 3 was particularly attractive. The efficient firemen's band headed this division. Engine company No. 8, hose company No. 11 and chemical company No. 2 were beautifully decorated. There were three pieces of apparatus that showed the development of the fire-fighting means in the last 50 years. The first pump ever used in Portland was conspicuous because of its crude construction, yet it was considered the pride of the city in its day and age. The engine "Tiger" that was brought here in 1878 displayed much improvement, but the modern pump now in use gave an excellent idea of the progress made in recent years. C. A. Savarian, chief electrician, rode in advance.

Stage Coach Is Feature.

Another interesting spectacle was the Wells-Fargo stage coach, filled with veterans of the stage coach days. On the front seat sat C. M. Kellogg, who drove a Wells-Fargo stage out of Salt Lake City in 1884 and 1885. Now he lives in Harney County and still rides on a stage coach when he travels. He has a companion for railroad trains. Thomas H. Reynolds, who has been in the employ of Wells, Fargo & Co. for 40 years, acted as "shotgun messenger." He rode on top of the coach, with a shotgun leveled across his knees. The regulation strong box stood beside him. Mr. Reynolds began as a messenger at Salem and has served in various capacities since then. Now he is a clerk in the Portland office.

Inside the coach rode F. X. Matthieu, the beloved Oregon pioneer and sole survivor of the Champeau convention. "It reminds me of old times, riding in here," remarked Mr. Matthieu cheerfully.

Beside Mr. Matthieu sat Alonzo Perkins, a Mexican War veteran, who has traveled thousands of miles in stage coaches.

Pony Express Typified.

Proceeding the coach, which was drawn by four horses, was a young man mounted on a pony, typifying the pony express, which the stage coach superseded. In the rear came a modern Wells-Fargo delivery wagon, such as is used in Portland today.

The old coach is one that the company preserves as a valued relic of the early days and was brought to Portland from San Francisco for this occasion. T. A. Woods, superintendent for the company at Oakland, who is a member of the Royal Oaks drill team, together with A. E. Muncey, general agent in Portland, arranged the novel display.

Following the police band and a squad of marching policemen rode H. L. Pittock, the grand marshal. His aides were F. O. Downing, A. L. Barber, E. M. Lazarus, C. C. Bradley, W. G. Eaton, J. E. Rudersdorf, Arnold S. Rothwell and W. H. Warrens.

Captain Riley, who has had charge of the work at the police station throughout the busy week, was out in command of the officers along the parade lines yesterday. The success of the parade was due largely to his work in keeping the crowds from encroaching over the curb lines.

Indians Appearing Liberally.

The Blackfoot Indians, who are here from Glacier National Park, viewed the parade from the curb in front of the Exposition grounds. They applauded most liberally when the mail-carriers marched by and laughed more than once at some of the horseback riders, whose efforts they must have considered amateurish.

As the parade passed the Meier & Frank store on Morrison street rose petals blown through a pipe were showered upon the marchers from an upper window. The street became covered with flowers.

Right of the line in the pageant was the honor accorded the Knights of the Tournament of Roses of Pasadena, and the magnificent appearance made by the body of mounted Californians won for them popular and universal recognition as the feature par excellence of the parade.

Although some of the horses the Pasadena delegation had intended to ride did not arrive, owing to a mistake on the part of the Rose Festival Association, and it was necessary for them to readjust their arrangements for a late hour, the difficulty under which they were thrown thereby was not apparent when their cavalcade passed along the route in the front of the pageant.

Knights' Uniforms Brilliant.

In the car of F. C. Riggs, of the Royal Oaks, was a horseman, the banner of the Pasadena organization of knights and King Drummond of the Tournament of Roses, rode in the car, accompanied by J. H. Pearson and Colonel W. J. Hogan. King Drummond was in full regalia and was followed by peers of the realm in uniform in an escort of automobiles. Lord E. J. Hogan headed the procession of mounted knights who followed the king.

They rode two and two, forming one of the largest sections of the pageant and their scarlet coats gave a dash of

1. H. L. PITTOCK, GRAND MARSHAL. 2. HARRY A. YOUNG, JR. 3. SAN FRANCISCO'S HANDSOME FLOAT. 4. CEDRIC FIELDS AND PARTY. 5. LINCOLN HIGH SCHOOL BOYS AND GIRLS IN TALLY-HO. 6. J. MALONEY AND T. CROWLEY IN PRIZ E-WINNING TURNOUT.

brilliance to the line which was not surpassed in any other organization that was entered.

Thunders of cheering swept along the crowd marking the progress of the Pasadena division, while the king and his peers bowed in gracious recognition of the popular tribute.

A display of marching evolutions that called to memory the pageants of the Elks' Convention last summer was afforded by the uniformed teams of the various organizations which followed the Pasadena riders.

Royal Oaks at Best.

The Royal Oaks, who have represented the Oakland delegation in nearly every parade in the festival, were at their best in this pageant. Every man in the white uniformed squad wore a pink Caroline Testout rose on his left lapel. Leslie F. Rice is captain of the "Oaks," with F. E. Reed and Kenneth Milliken as his aides. The Oakland boys' band led the drill team.

Following with the Royal Oaks in their graceful marching evolutions were the Radiators of Eugene, under Captain J. M. Williams, and the cheers of applause that greeted the white Oaks' team swept over and merged into the applause for the gray-uniformed Radiators.

Close behind the Radiators marched Captain Krohn's crack team of Royal Rosarians, followed by the "awkward squad" under the command of C. C. Chapman.

The Portland Hunt Club mustered a division of 75 men and women, beautifully mounted. Edgar Lazarus headed the Hunt Club with Chester G. Murphy, William Walters, Mrs. James A. Cranston and Miss Gladys Ross as his aides in the foremost file.

D. O. Lively, livestock director of the Panama-Pacific Exposition, rode in a decorated tally-ho, with Miss Berthine Mathison, of Portland, Miss Florence Jacobson, of San Francisco, and W. H. Crawford, the Portland business representative of C. C. Moore, president of the Exposition. This was the entry of

the Exposition and the Portia, in which eight members of the June 13, class rode. The four young women were attired in white dresses and carried white parasols with red trimmings. The male members wore white suits and red neckties. The entire outfit was decorated with red and white carnations, the official color of the school. The students who took part are: Miss Marcia Parker, Miss Marguerite Gross, Miss Katherine Erdner, Miss Shirley Pike, Frank L. Beach, Clarence J. Young, A. Roland Boscow and Xavier Clerin.

The float entered by the Chinese Benevolent Association was the most costly and beautiful creation in the line. Symbolic of the victory of the revolutionists and the establishment of the new republic, a group of Chinese soldiers stood about a field gun in the front of the float. A warlike group it was, the bugler wounded and wearing a blood-stained bandage about his head, but still at his post, and the Captain of the piece standing with his sword raised in command. Behind this group a beautiful Chinese girl typified the spirit of victory, with hands uplifted above an embroidered banner. Under a pagoda in the rear of the float stood a soldier and a statesman clasping hands.

The whole float was brilliant with tinsel and color and the flag of the Chinese Republic was interwoven with the flag of the United States.

Chinese Band Reappears.

The Chinese boys' band, which made its first appearance in the parade of the preceding night, marched in front of the float, under the leadership of Director R. C. Beach. An American band and a Chinese flag were borne before the band and in automobiles draped with the flags of the two nations paraded of prominent Chinese citizens followed the float.

In carriages following the float rode the following prominent Chinese residents of Portland: Louis Ching, E. W.

Moy, J. H. Leong, Dr. Bing Choong, Wung Chung Woy, Lee John Jin, Fong Junk Ok, Lee Sing Lew, Wong On, Chin Kung Fung, Hen Tuck, Hop Chang, Gee Wah and others.

A miniature aeroplane, drawn by half a dozen boys who are members of the Knights of the King of the Piedmont Presbyterian Church, was an attractive display. One of their number rode in the machine. Those in the party were Andrew Stevenson, Russell Burton, Stewart Reed, Robert Berkey, Walter Snyder, Clifford Fairfax, Devers Tanager and Donovan Lange. Mrs. Lange, teacher of the boys, assisted them.

A dozen boys on decorated bicycles maneuvered skillfully. They were members of the force of the Advance Hasty Messenger Company. S. J. Travers was their commander. The other members of the company were Walter Bellah, James Haslen, Charles Nerton, Donald Minor, Walter Hatfield, Clyde Vandemarr, William Heally, Sam Stockdale, Earl Fringle and Raymond Hagaman.

Kramer's Riding School entered a division of 50 young women, well mounted and uniformed in light gray habits with green sashes and ribbons.

For correct appointments and harmonious equipment the school was awarded honorable mention by the judges. Mr. Kramer will have the Royal Oaks as his guests for a trip through Tualatin Valley this morning.

The City Park float, consisting of a big American flag done in roses and other flowers, surmounting a bed of roses, was attractive. Four small boys composing a drum corps played as if their lives depended upon it.

Humane Society Represented.

Alden F. Burrell performed the difficult task of driving a tandem of

horses from the saddle of the rear one.

The entry of the Oregon Humane Society met with approval everywhere. It was an effective plea for humanity. "Only a man brute is cruel to a dumb brute," was one of the banners. The boys and girls of the Sunnyside Band of Mercy rode on the wagon. The exhibit was in charge of A. Turledove.

The Union Meat Company was there with its own band, recruited from its employees, and a rose-decorated float typifying the packing-house industry. "Oregon Dick," the veteran workhorse of Fisher, Thorsen & Co., was a distinct hit. In spite of his 25 years, he looks as fine and as fit as a 7-year-old and showed just as much mettle. On a banner that was carried on the vehicle that he drew was the announcement that he has worked for his present owners for 25 years without missing a day. Edward Newman, his regular driver, handled the reins. Louise Newman and Almee Morris rode with him.

The Ambulance Corps of the Oregon National Guard was out in a decorated wagon that showed how they perform their regular duties. The young men who manned this entry were J. W. Flinn, H. Butterfield, A. E. Butterfield, R. G. Smith, Earl Kleppin and W. Korrell. They were in charge of Sergeant Ames. The driver city officials rode proudly in a carriage.

There were numerous attractive entries in the competitive classes.

Mrs. E. J. Lanre had one of the prettiest. It was an English gig tastefully adorned with Caroline Testouts, ferns and ribbons. Miss Inis Downing rode with her.

Elizal Corbett, Jr., attired in a white suit, rode on a pony.

Water Wagon Provides Fun.

Many humorous comments came from the spectators who saw a number of men riding on top of the water wagon, driven by Ed Reynolds, of the street-cleaning department, with the attractive entry of the Weinhard brewery following right behind. G. W. Griffin, of Eugene; H. W. Fries, of Portland, and W. D. Nichols, in charge of the Alameda County exhibit at the Oregon Hotel, tried to retain their perched seats on top of the sprinkler, but by the time the parade was over they were gone. The crowd demanded to know whether the brewery wagon had picked them up.

The Weinhard entry was driven by L. H. Hefling and Emil Gutach. It was beautifully decorated with roses, with the name of the firm spelled in letters of red roses.

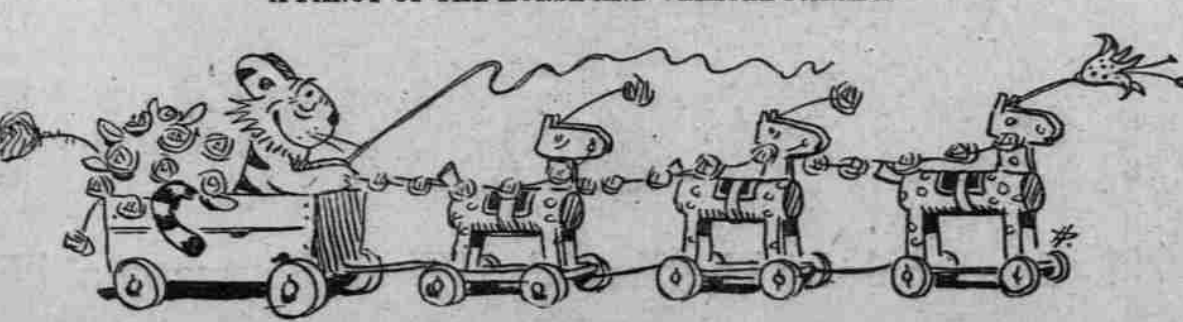
The Meier & Frank entry was a creation of blue and green. A double gray team drew it. W. E. Bogart and E. C. Porter drove. They also did the decorating themselves.

The Columbia Contracting Company had two entries of mules—one a span of two and the other of three. The drivers were John Dingman and Henry Little.

The Honeyman Hardware float was a most handsome one of pink and

(Concluded on Page 12.)

A FANCY OF THE HORSE AND VEHICLE PARADE.



Apollinaris
"THE QUEEN OF TABLE WATERS."

BOTTLED ONLY AT THE SPRING, NEUENAU, GERMANY,
AND ONLY WITH ITS OWN NATURAL GAS.

The Spring
from which the
Whole World Drinks.