## MASSES AWED BY BRILLIANT PAGEANT

Military, Fraternal and Civic Bodies, Reaching 4 Miles, Inspire and Glorify.

## LOVED QUEEN IS CHEERED

State's War Strength Thrills Crowds as Her Splendid Sons Pass-Rosarians, Cherrians and · Radiators Resplendent.

(Continued from First Page). float, further than that The Oregonian entry, representing "Old Doc Yak," the familiar character of the Sunday supplement, with the popular tiger of Reynolds' cartoons, was given the first prize of \$100. The money will be grate-

General Finzer on Dot. Adjutant-General Finzer, of the Oregon National Guard, was grand marshal and, true to his determination. the parade moved promptly on time. It was not a second later than 11:30 when it left the starting point at Oak and Park streets.

With General Finzer rode members of his staff. Captain Clenard Mc-Laughlin was chief of staff. Other members were Major L. H. Knapp, Major Walter W. Wilson, Major F. W. Settlemeier, Captain Lee M. Clark, Captain T. T. Strain and Lieutenant Fred M. West, all members of the Oregon National Guard,

The military precision of a great body of blue-uniformed marchers soon branded them as members of the regular Army. They were the Twenty-first Infantry, from Vancouver Barracks, Wash. The entire regiment, headed by its band, was in line. Major Ralph H. Van Deman was in command. All Oregon Guard Marches,

Following the regulars was the en-tire Oregon National Guard, infantry, coast artillery, field artillery, cavalry, hospital corps and all. It was the first time the entire National Guard of the state has been assembled since the

Spanish-American War. Following the parade, all the men of

Following the parade, all the men of both the regulars and the National Guard troops were given luncheon at the Armory. The officers of the Twenty-first Infantry were guests of the officers of the Oregon National Guard. The Coast Artillery corps, led by its band, marched in excellent form behind the regular troops. Colonel C. C. Hammond was in command. The following companies were in line: First, of Ashland, Captain George C. Spencer; Second, of Eugene, Captain Paul G. Bond; Third, of Eugene, Captain William G. White; Fourth, of Roseburg, Captain John A. Buchanan; Fifth, of Albany, Captain Frank M. Powell; Sixth, of Cottage Grove, Captain James C. Johnson; Seventh, of Medford, Captain Artemus W. Deane; Eighth, of Portland, Captain Charles O, Brown.

Third Oregon Draws Cheers.

Then followed the Third Oregon Infantry, led by its band. Colonel Charles H. Martin was in command. The following companies were in line: A. McMinnville, Captain Francis L. Michelbook; B. Portland, Captain Williard F. Daugherty; C. Portland, Captain Daniel E. Bowman; D. Portland, Captain Frank E. Sever; E. Portland, Captain George H. Schumacher; F. Portland, Captain, Albert E. Cooper. Portland, Captain Albert E. Cooper; G. Oregon City, Captain Lowell E. Blanchard; H. Portland, Captain Leo J. A. Peroni; I. Woodburn, Captain Eugene Moshberger; K. Corvallis, Captain Charles A. Murphey; L. Dallas, ain Charles A. Murphey; L. Dallas, Lieutenant Fred W. Zeller; M. Salem,

Third Regiment headquarters staff rode at the head of the line. Following was the personnel: Captain Clenard McLaughlin, Twen-

ty-first Infantry, United States Army, Inspector-Instructor; Major Loren A. Bowman, Major Charles T. Smith, Major Carle Abrams, Major Marius B. Marcellus, Captain Clarence R. Hotch-kiss, Captain Henry Hockenyos, Cap-tain Carl Ritterspacher, Captain Willjam S. Gilbert, Astoria; Captain Will-George A. White, First Lieutenant Reginald A. McCall, First Lieutenant James H. Porter, First Lieutenant James H. Porter, First Lieutenant Louis H. Compton, Second Lieutenant Benjamin P. Finzer, Quartermaster and Commissary.

State's War Strength Impresses. Battery A, of Portland, attracted such attention. The heavy pieces of field artillery, drawn by prancing horses, won much applause. It impressed the spectators that, in case of real war, Oregon could present quite a formidable army itself. Captain Hiram U. Welch was in command. Other officers in linears. Hiram U. Welch was in command. Other officers in line were First Lieu-tenant Frank I. Randall, First Lieutenant George B. Otterstedt, Second Lieutenant Bert V. Clayton, Second Lieutenant Charles L. Johnson and Captain Edgar H. Yule, of the United States

Edgar H. Yule, of the United States Army, inspector-instructor.

Members of Troop A, in command of Captain Frank P. Tebbitts, furnished the cavalry army of the day's military display. Other officers on duty were First Lieutenant Charles W. Helms and Second Lieutenant William M. Coplan.

The ambulance company, of Portland, was in charge of Captain A. N. Creadick and made an impressive appearance.

Naval Militia Applauded.

The Oregon Naval Militia likewise was heartly applauded. The band from the cruiser Boston furnished stirring music. Lieutenant-Commander G. F. Blair was in charge of the naval forces. Eight lumbering wagons, drawn horses and mules, brought up the rear of the military section. The last wagon took its time about moving and the driver joked good-naturedly with the crowd as he passed along. As the second section was more than a block behind anyway, his slow pace did not lay the parade. The Junior Militla made an attrac-

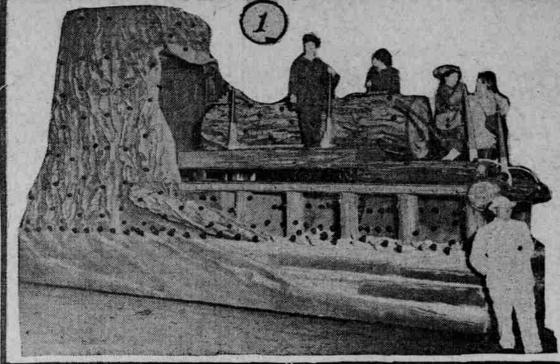
tive appearance and aroused the envy of many young Americans standing along the sidelines.

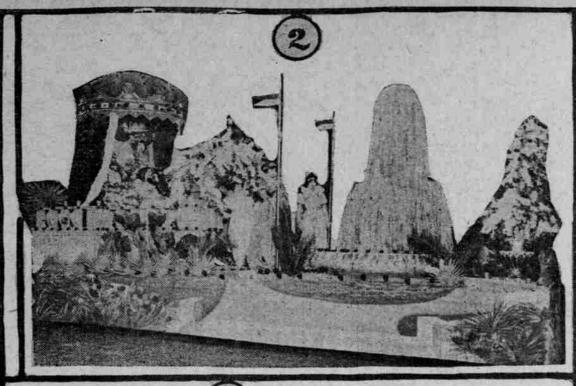
George Baker Leads Division. George L. Baker, superintendent of

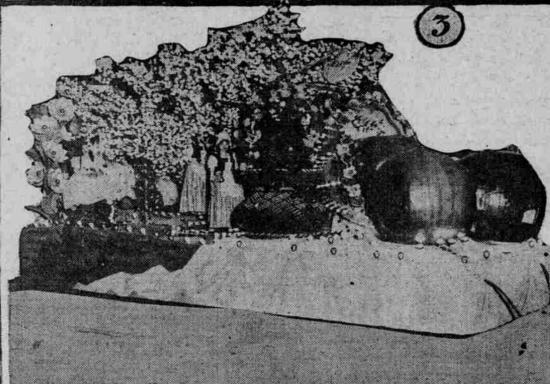
Festival amusements, rode at the head of the second section. A squad of mounted police, in charge of Sergeant Crate, followed. Officer Willett led the popular police band, which won heavy applause all along the line.

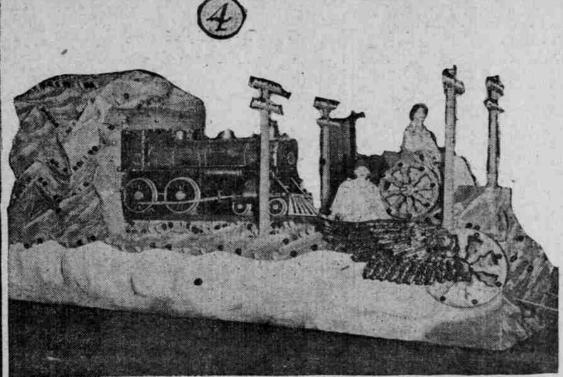
City officials and officers of the Festival Association rode in cars in the van of the division that succeeded the military division. Mayor Albee and Commissioners Brewster, Dieck, Bigelow and Daily were in the first car. In the car following, driven by School Superintendent Alderman, of the public schools, rode the members of the committee of censors in charge of the parade, W. E. Coman, A. H. Averill and stival amusements, rode at the head rade, W. E. Coman, A. H. Averill and W. F. Woodward, and their wives. The Rose Festival auxiliary committee was represented in the next car by

SOME OF THE HANDSOME FLOATS SEEN IN LAST NIGHT'S FEATURE ELECTRIC PARADE.

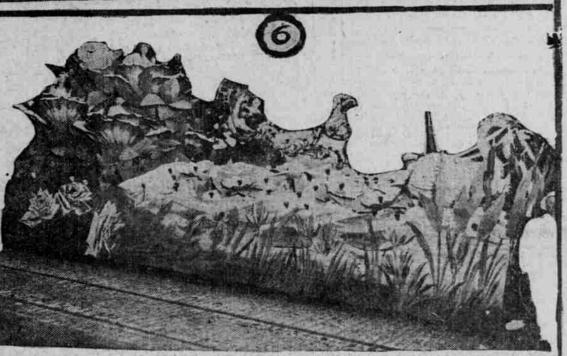












1—THE TRIBUTE OF THE FOREST. 2—THE GARDEN OF ROSARIA, QUEEN THELMA'S CAR. 2—APPLE BLOSSOM TIME IN OREGON. 4—BLAZING THE TRAIL OF STEEL. 5—SALMON FISHING. 6—PORTLAND, THE LAND OF ROSES.

C. F. Berg, president; Dr. T. L. Per-kins, in charge of the parade; F. C. Riggs and Colonel J. E. Baxter.

Sweet Queen Thelms Popular. And then came Queen Thelma and er royal attendants. Queen Thelma has seemed to grow nore popular as the festival has pro-

gressed day by day. On no previous appearance did she attract more attention and arouse more spontaneous arouse more spontaneous cheering than yesterday.

She frequently waved her hands in greeting to the crowds, and her smile

never left her. "I'm so glad that so many people are ble to be here," she commented. "This certainly has been a great festival. I am happy if, in my litle part, I

have been able to make others happy." Royal Princesses in Attendance. Then in automobiles following the ueen rode the 11 princesses, accom-anied by Mrs. David Campbell, their haperone. Miss Beulah Barringer, one them having the letters "U. S." worked

of a Rosarian, as mascot. Captain Robert Krohn and his drill team followed, moving in evolutions whose perfection showed how effective had been the instruction of their drill

entire section.

"Here Come Cherrians," Is Cry. "Here comes Salem," was the cry, as the Cherrians of the Capital City hove n sight. They were led by their own band of more than 30 pieces and had 80 uniformed members in line in addi-tion. M. L. Myers was in charge and put his marchers through some footwork that showed careful military

training.
The Cherrians, so named because Salem is the home of the greatest cherry-growing industry on the Pacific Coast, were handsomely attired in white suits, white hats with red bands, red ties, and

white hats with red bands, red ties, and white shoes. Stitched on the arms of their coats were three red cherries, hanging in a cluster.

Eugene's "Radiators" splendidly upheld their fine reputation as a well-drilled organization, which they established last year, when they made their initial visit to the Rose Festival.

The most exquisite feature of their entry was the drill team of 24 Eugene high school girls, under the direction of Miss Mildred Bagley, one of the instructors in the high school of that city. The girls were dressed in white uniforms and there was a grace and finish in their marching evolutions that evoked applause all along the line.

The "Radiator" section was headed their veterans marched in uniform under the direction of F. H. Murray. Following them, in weird costume, were the salior representatives of the veterans, in a float typifying "the old and the new Navy."

"Jack" McNulty and P. J. Hyde headed a band of villainously dressed portates, who marched in advance of the float, which was a vessel floating on a canvas ocean. The rough and savage crew led by McNulty was contrasted Radiator Girls Exquisite.

by Dr. H. B. Leonard, J. H. Perkins and H. C. Dye. Following the girls' drill team was the regular Radiator drill team, in gray uniform, with red bands on hats and red insignia on the sleeves. They were under command of John Williams, Cal Young and D. Yoran. Forty-eight men marched in this body, followed by the rewainder of the Raollowed by the remainder of the Radiators, in uniform.

"Here's 'Our' Mailman," Yell Children No particular department of the entire parade won more cordial greetings from the crowd than did the mail carriers, who, besides their band, had 200 uniformed men in line. At the head of this section rode F. S. Myers, postmas-ter; John M. Jones, superintendent of mails; H. G. Durand, assistant postmaster; F. W. Tobias, superintendent of carriers, and E. M. Nelson, assistant

panied by Mrs. David Campoell, one them having the letters "U. S. which chaperone. Miss Beulah Barringer, one them having the letters "U. S. which could be princesses who was unable to out with varied colors of roses. "Here comes 'our' mailman," was the "Here comes 'our' mailman," was the participate in some of the previous festivities on account of illness, was in

the procession yesterday. Her presence was noted and she was especially applauded.

Never did the Royal Rosarians apfamiliar "trade mark," the tiger, which Never did the Royal Rosarians appear to better advantage than they did decorates all his cartoons, was impering yesterday morning's parade. At the head of the drill team marched W. T. Buchanan and Hy Eilers, carrying the banner and roses of the organization, with Elwood Wiles, Jr., in the uniform Doc Yak," the familiar comic supplement character in The Organization. ment character in The Oregonian.

"Tige," "Doc Yak" and "Jeeter Fogg"

Please. "Tige" and the "Doc" were cheered master. J. Fred Larson headed the "awkward squad" of Rosarians in uniform who marched two and two behind the drill team.

Tige and the "Doc" were cheered all along the route, especially by the children in the crowd.

O'Loughlin, cartoonist of the Telegram, role in the Telegram auto, with the character which he invented, "Jeeter Fogg," beside him. "The Telegram Presents Jeeter Fogg and His Pa," read the banner on the car. Admirers in the crowd gave them a continuous ovation as the parade moved forward.

The boys' drum corps, composed of sons of war veterans, was one of the big attractions. It was led by L. E. Beach. Fifty little fellows were in line, each industriously pounding away as if his life depended on it. They played studiously, too, and furnished march music just as good as that of the older organizations. The little drums were decorated with

Following the boys marched a com-pany of juvenile Red Cross nurses, at-tired in white and wearing the regula-tion cross on their arms. J. C. Walsh was their leader. Jay H. Upton com-manded this, the third, section.

Veterans and Jackies Enthuse. The Women's Auxiliary of the Spanish War Veterans marched in uniform under the direction of F. H. Murray.

The pirate section was ene of the hits of the day with the spectators.

The body of the veterans marched in khaki and blue, led by J. Y. Rich-

ardson. Following them was an array of men dressed in the costume of Filipino savages of all manner of tribes. Oregon's Heroes in Line.

L. H. Manning and H. F. Loesch, survivors of the historic battleship Oregon's trip around "the Horn," were conspicuous in the line.

which furnished a lot of amusement.

Blackmar Circle, No. 20, of the
Woman's Relief Corps, G. A. R., followed the veterans. Behind them came
the drill team and automobiles of Ben
Butler Circle, No. 51, of the Woman's
Relief Corps.

C. C. Bradley was in command of the
fourth division. His aldes were R. E. fourth division. His aides were R. E. Marshall, F. G. Haines and R. E. Morfourth division.

honorable mention.

WINNERS IN YESTERDAY'S DAYLIGHT PARADE.

Moose Lodge is highly commended, and the Elks' float is given honorable mention.

Most original float, depicting purposes of any fraternal order,
George Washington Camp, Woodmen of the World, \$200.

lost attractive and artistic club float, Portland Transportation

Most artistic advertising float-Gill's first, \$75. Yelowban Milk and

Women's Press Club and Oregon City Commercial Club given honorable mention.

Most unique club float, Newsboys' Club, \$100.

Most grotesque float, any class, Old Doc Yak, \$100. Jeter Fogg

Purity Milk given honorable mention.

Best mechanical float—School of Trades first, \$75; Thormsen's Chocolates second, \$25. Electrical Contractors' Association and Pacific Hardware Company honorable mention.

Most unique advertising float-Packard Auto Company, \$75 (but declined); the Chanticler Inn, \$25. M. L. Kline and Wolff & Cates' cigar

W., Portland, with 245 members.

Greatest number in line any individual lodge, camp or court, \$50,

Spanish-American War Veterans, with 217.

Greatest number in line uniformed, any club or society other than fraternal organizations, \$50, Portland Letter-carriers, with 193.

Most unique uniformed clubs other than fraternal, \$50, Clan Mac-

land Transportation Club, or Royal Order of Moose. Contest to Individual most sustained character, \$25, M. Walther as the "Tennis Girl," of the Columbia Hardware Company. Most original individual character, \$25, Cliff Work as "Jeter Fogg," with Walker O'Loughlin, the originator.

MOTORCYCLE SECTION.

MILITARY SECTION.

Company having best appearance, 8, Coast Artillery. Best alignment in passing reviewing stand, A, Third Infantry.

Grand prize, cup, Mrs. J. Manning. Tandem, cup, E. Condit. Cycle, with side car, Roy W. Kidd. Single cycle, C. C. Cottel.

Indians, with 25 starters.

Greatest number fraternal organization in line, prize, \$200, W. O.

Greatest numbers in any organization uniformly dressed, \$200, Port-

Team with most members in line, \$10 cash from Motorcycle Club,

Most attractive and artistic float, United Artisans, \$300.

with the bluejackets who marched be- They were led by Frank Hennessey and Artisans was a wonderful creation. It Elks' Float Is Beauty.

The elaborate float of the Elks lodge was a work of art and beauty. It won much deserved cheering. It was an allegorical representation of "The Best People on Earth." Two life-sized eik were shown, drawing a huge globe, the earth, on top of which Miss Nellie Lin-coln, selected by the Elks as their "queen," rode triumphantly. The Portland Ad Club had an elabor-

ate float exemplifying all of the various methods of advertising. A printing press was in operation in the front of Haif a dozen "pirates" carried as the float, a section of streetcar ads stood many "original Filipino" game cocks, which furnished a lot of amusement.

press was in operation in the front of the float, a section of streetcar ads stood in the middle and, in the rear, bill post-which furnished a lot of amusement. in the middle and, in the rear, bill post-ers with brush and paste worked on a big bill board. An electric sign was suspended over the front of the float. The float was trimmed in flowers and bunting.
Under direction of Arnold E. Neate,

manager of the Oregon Humane Society, an entry of three machines from those organizations was offered. was an ambulance with a horse in it, which was followed by the emergency wagon of the society. The manager of Following them marched the Elks' band, brilliant in their red uniforms and high black patent leather boots.

Which was followed by the manager of wagon of the society. The manager of the society followed in an automobile.

The prize-winning float of the United

founded, and represented some of the leading human pursuits, war, com-merce, agriculture, manufacturing, painting, sculpture and music. A bevy of pretty girls completed the beautiful

began to drizzle, prepared for it simply by putting on helmets and slickers, in-stead of their regular uniforms, and the crowd approved their action uproar-

lously as they marched in advance of the Woodmen of the World. Woodmen Have 10 Camps. A. L. Barbur, W. C. Lynch and C. S.

Chapin, mounted, headed the Woodmen section, in which were represented drill teams of 10 camps. Captain J. F. Drake's drill team, from Portland Camp 197, in white uniforms, led, followed by another Portland camp team in blue. and by the 85 men entered from Vancouver. Other camps were: Oregon City Camp 148, Captain Phillips; Web-foot Camp 65, Captain P. R. MacHale; Multnomah Camp 77, Captain H. R. Cooley; Prospect Camp 140, Captain S. Weaver; Rose City Camp 191, Captain E. Vahl: George Washington Capta 251 E. Vahl; George Washington Camp 261, Captain A. F. Rogers, and Arleta Camp 105, Captain J. U. Jordan. Multnomah camp, with 70 men in line, had the largest entry. The George Washington camp had the most pretentious turnout. The drill team was preceded by a dec-orated pony cart escorted by men in orated pony cart, escorted by men in Colonial costume. In the cart rode lit-tle Ruth Young and Harry Butler. The cart was dressed in flowers and bunt-

Frade School Wins Prise.
Few people questioned the decision of the judges in awarding the Portland Trade School a prize. The float was all the more attractive because it proclaimed the fact that it was the handiwork of the boys themselves. A group of 44 boys were "hitched" to the forward end of the float by means of ribbons which it was the decision of the float by means of ribbons was the second of the float by means of ribbons was the second of the float by means of ribbons was the second of the float by means of ribbons was the second of the float by means of the second of the secon bons, making it appear that they were drawing it. The float itself presented some of the varied activities of the school. A gasoline engine and motor school. A gasoline engine and motor were in full operation, and one boy was industriously engaged in making various electrical appliances. The little daughter of Principal Cleveland rode a seat high above the body of the

Rotary Club Section Varied.

The Rotary Club section consisted of special floats, entered by different business concerns which have membership in the club. Brown's band headed the section, followed by a floral wheel, symbolic of the Rotary Club. which was furnished by Max M. Smith and borne by two men in white. The wheel was composed chiefly of red roses. The United States Tire Company entered a white float, into the decoration of which auto tires were worked as the main feature. M. L. Kline's entry consisted of several marchers, each disguised to ecial floats, entered by different bus of several marchers, each disguised to represent some particular piece of of several marchers, each disguised to represent some particular piece of plumbing supply. A bath tub, with a grotesque doll in it, went striding along, followed by a walking faucet, shower and hot water tank. The Pacific Coast Biscuit Company had two floats. The first float was

(Concluded on Page 18.)

## LIGHT AND BEAUTY PASS IN REVIEW

Floats, Easily Understood, Are Better Appreciated in Electric Parade.

REVELERS APPEALED TO

Merry Fun-Seekers Outnumber Those of Previous Years by Fully 40 Per Cent, Is Opinion of Those Most Familiar.

(Continued from First Page) stay back so that the big cars might pass by uninterrupted.

Crowd 40 Per Cent Greater. "It was a bigger crowd by 40 per cent than any crowd that ever saw an electrical parade," was the opinion of Captain John T. Moore, of the police department, who has seen all Pestival parades ever held in Portland.

All the available space in the main business district was taken, as it always is at Festival parades, but, more than that, the so-called outlying districts, like those on North Third street and Glisan street, were almost equally crowded.

Where, in former years, a single line of people would stand on the curbs of the streets north of Burnside, this year saw lines five and six deep.

The parade this year was full of life and action. One cause of this was the presence of a double team of horses at the head of each float. While they were not needed, as electricity was the motive power, they loaned animation to the scene.

The horses, however, added to the causes for delay. Naturally all horses do not move at the same pace. Electric cars do. Some of the horses would fall behind, so the entire parade would have to wait for them.

George Baker Is Everywhere.

George L. Baker, superintendent of festival amusements, was the busiest man in town keeping the various sections moving. Many times he traveled in his automobile back and forth, the full length of the line, advising the forward sections when to move and ordering the rear sections that they had to

The city streets were well set, Lights in many of the business streets ere turned out, so that the glow of lights on the cars might shine the more brilliantly. "The Great Light Way," on Third street, was darkened for the occasion. In the darkened streets the peo-

ple could see the numerous details on the floats to best advantage. The delighted multitudes cheered each particular feature, showering most of their enthusiasm, however, on "The Wedding of the Oceans," showing working model of the Panama Canal, with

the old battleship Oregon rising up in the locks to fire a shot. Sergeant Crate and a mounted officers rode at the head of the line. Following them were officers of the Festival Association in au-

tomibiles. The first machine con-tained C. C. Colt, president of the Festival Association; C. V. Cooper, F. C. Riggs and L. R. Alderman. Behind them came W. F. Woodward, J. A. Currey and A. H. Averill.

Redmen Lend Color.

More than 500 members of the Improved Order of Redmen, all wearing war paint, feathers and Indian attire and riding on horseback, lent life and color to the head of line. The Redmen were under command of Frank G. Micelli, great sachem, and George I ton, George N. Farrin and J. H. gerald, past great sachems. Follow-ing the parade all the Redmen joined in a "pow-wow" in the South Plaza block. This section alone covered five

city blocks. The first illuminated car was named "Before the Dawn" and represented the Oregon country before the arrival of the white man, with the native Indians on the ground. Miss Ann Tierney, one on the ground. of the Festival princesses, rode on this

ly decorated float typifying the state. It was labeled "Oregon." F. Seiberling was in charge of the band.

"Discovery of the Columbia River" was the third float. It showed Capwas the third float. It showed Cap-tain Robert Gray's ship anchoring in-

side the stream.
"Hudson Bay Expedition," or the birth of trade, was the subject of the next car. All sorts of fur-bearing animals were shown Another band chariot was named in conor of the Columbia River. It car-

ried Campbell's administration band. Familiar Figures Appear.

A correct picture of "Sacajawea and the Coming of the White Man" was shown in the next float. The figures so familiar to all students of Oregon true detail. Miss history were drawn 'true detail. Miss Sadie Vigus, one of Princesses, repre-sented the Goddess of Liberty. Lewis and Clarke also re on board. Next came the "R undup." It was a

vivid display of frontier life, with cow-boys, ponies and a big red steer as the central figures.

The first railrad in Oregon was the subject of the following car. It showed a miniature locomotive emerging from a tunnel. Many mechanical effects were

employed to give reality to the scene. Miss Leola Martin, one of the Prin-cesses, played the part of a Grecian Princess. "Willamette" was the subject of an-

other chariot in which rode the firemen's band.

The agricultural industry of Oregon was given prominence in a float of its own. Miss Lina Ostervold, a Princess, was the queen of this float. The various methods of harvesting crops were Next came "Commerce," with Princess

Buelah Barringer as the queen of com-merce. The wheels of industry remerce. The wheels of industry revolved and the carriers of the world's trade were seen in motion.

Oregon's wonderful natural gift of tremendous water power was a beautiful float. A water wheel could be seen in motion and the electric energy was developed from its power.

Lumber Industry Typified. A modern sawmill in operation, with its wheels whirring and its saws buzzing, were seen in the float given over to exploitation to Oregon's great lumber industry. It was made splendid with beautiful color effects.

The crowd soon pronounced the name of the next car. It was "Salmon Fishing." A monster fish was in the fore-ground. The salmon packing industry

was correctly represented.

Miss Hazel Hoyt, another Princess. occupied a place on the "apple blossom

(Concluded on Page 8.)