

## OF BOOTY FOUND

## ONE OF MEN IS FAY

ES DECLARE THE NOTORIOUS  
AL WITH A LONG LIST OF  
IS CAPTURED WITH  
TE GOODS AND TOOLS.

YRK, March 30.—Postoffice in-  
far have found five trunks  
o Frederick Cunningham and  
ster, suspected robbers of the  
(Va.) postoffice, from which  
stamps and \$3,000 in money  
Two of the trunks were  
rday at the station at the time  
ot of the men.

as what detectives say is the  
ate and highly finished set of  
ols they have ever seen. Each  
a separate case of Russia

rougher jimmies were  
tissue paper, and the drills  
he hardest, modern "high  
steel. With them were a set  
ke, some of which were  
ches long, and six sets of  
ys. Another set, not so fin-  
seized last night.

resting yet was a manuscript  
t the compiler had in mind a  
ld on Southern and Western  
ndreds of banks were listed,  
em appeared the names and  
of the treasurers, cashiers,  
eir habits and their hours.  
a particular item about a  
shville, Tenn.

### 0 in Stamps Recovered.

inspectors found \$17,000  
mps in the fifth trunk. This  
ound at the Pennsylvania  
tion at Cortlandt street and  
o police headquarters, where  
unks are. This makes \$73,000

# THOUSANDS WATCH PARADE OF AUTOS

View Floral Pageant That Marks  
Climax of Annual Motor Car  
Carnival.

## WOMEN AND CHILDREN ACTIVE

Ride in Vehicles Framed With  
Fragrant Flowers and Prove  
Machines' Safety.

## Auto Prize Winners in Floral Pageant

First prize in private owners' divi-  
sion, Louis G. Deschler in Chalmers.

Second prize, Edward G. Sourbier in  
Marion.

Dealers' prize, W. A. Wildhack in  
an Olds.

Unique prize, Frank Willis and Ray  
Holcomb in a Packard.

Five miles of automobiles enveloped  
with natural and artificial flowers and  
filled with men, smartly dressed women  
and smiling children wended their way  
yesterday afternoon through human walls  
of spectators, guided by strains of mar-  
tial music, and leaving a trail of fragrance

## BERLIN AGO

## AWAITS ROOSE

EMPEROR HEADS O  
COMMITTEE TO C  
THRUSTS ROYA  
GROUND F

BERLIN, March 3  
has invited former P  
be his personal gue  
three of the five day  
will spend in Berlin.

will arrive here on t  
and will be enterta  
Hill, the American a  
12th, when the Empe  
capital from the pr

Roosevelt will go to t

The Emperor will th  
to the winds during  
The masters of cerem  
chamberlains are dis  
peror's determination  
and nonofficial perso  
dinners and elsewh  
even the royal prince  
that the Emperor, v  
thought to the enter  
tinguished American  
surprises for the thr  
will give up to the vi  
time.

"What do you t  
would like to see in  
Emperor of Presid  
Wheeler of the Unive  
few days before the p  
early this month.

### Emperor May

"Well," said Prof. V  
velt would, I think,  
things to meet rep  
men." Prof. Wheel  
Roosevelt might like  
music, to see one or  
visit Frederick the G  
San Souci, at Potsda  
While the Emperor  
whether he would fo

—EDWARD G. SOURBIER, IN MARION.

the authorities have re-  
\$85,000 worth stolen.  
precautions to prevent  
taken today at the ar-  
a Federal commissioner  
ingham and Frank Ches-  
police allege are criminals  
g of aliases and convic-  
Both are charged with  
office in Richmond, Va.,  
aps and \$3,000 in cash.

oner is Eddy Fay.

the police believe, is Eddy  
d fugitive whose pic-  
ogues' gallery of impor-  
ntry and for whose ap-  
000 reward has been  
s cities.

declare there is against  
four murders.

atives declare, is worth  
\$400,000, and owns a  
horses. The police say  
w much about the other

ad counsel in court. An  
he hearing until Wednes-  
by the government and  
a fixed at \$20,000, failing  
were locked up.

ES LONG LEAP.

n Second-Story Window  
ife Flashes.

ashed by Dan Allen in  
made Dee Royalty, 17,  
second-story window at  
a street last night, ac-  
lled. Allen was arrested  
Schlangen and Todd.  
rying concealed weapons  
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ative Royalty did not  
ill be reached Cardell  
alled the house to see  
where Allen was before

after them. The floral pageant marked the  
climax in the annual automobile show and  
proved a success from every viewpoint.  
The threatening weather in the early  
forenoon kept about twenty-five private  
owners out of the procession, but the  
weather dispenser could not have played  
his role better, as the cloud-hidden sun  
kept the flowers fresh and made condi-  
tions comfortable for about 75,000 people  
who waited along the line of march to  
view the parade.

It was the first automobile floral pro-  
cession ever held in Indianapolis, and the  
first one of any kind since the horse-  
drawn decorated vehicle procession about  
ten years ago.

Shortly after noon the entrants began  
to assemble on Fall Creek boulevard. The  
parade committee, composed of E. R.  
Vincent, J. F. Minthorne, F. M. Leary  
and John D. Orman, rode in an official  
car along the formation streets and por-  
tioned out the numbers and arranged the  
line of procession.

#### Natural Flowers Feature.

About forty-five cars were entered, but  
as some did not report at the starting  
point in time to receive numbers they  
were not considered in the race for prizes.

Natural flowers proved the prize win-  
ners, as the women judges selected both  
the first and second cars in the private  
owners' division, that were adorned with  
the real blossoms.

The procession was led by Mayor Shank  
and Superintendent of Police Hyland and  
members of the Board of Public Safety in  
a large car decorated with flowers and  
flags.

Behind these city officials came a large  
boat, an imitation of a warship, which  
carried the Indianapolis Military Band.

The first division of cars was those  
entered by private owners, the second  
was those entered by dealers and the last  
were unique displays. Following these  
came a long line of undecorated machines.

The line of march was followed exactly  
as announced in The Star, and some of the  
judges at University Park.  
The judges were stationed in a large  
car, which was decorated with

CONTINUED ON PAGE 2, COLUMN 4

There are plenty of  
Egypt and Arabia today.  
have dealt more tact-  
numerous questions while  
peace between nations the  
President of the United  
spoke in Cairo the other d  
was rather uncalled for, I

## LAWYER MUST PAY \$500 IS VERDICT

Agreement Is Reached In  
Near Midnight and  
Called.

A verdict for \$500 in favor  
of J. D. Hamrick, an attorney  
city, for an alleged over-  
charge was rendered by a jury  
Circuit Court shortly after  
night. Mrs. Collins alleged  
overcharged to the extent  
asked that amount in her

The case went to the jury  
2 o'clock yesterday after  
trial which lasted for more  
It is understood the jury  
on the amount of the ver-  
dict kept them in the room for  
The jurors were anxious  
homes for the night and  
had been agreed upon the  
the bailiff and announce  
agreed. Judge Remster  
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go to the courtroom and re-  
dict. All of the attorney  
were in the courtroom when  
was read.

## SAYS COMET BRINGS

Vanderburg Coroner Bel-  
phic Changes Lower  
EVANSVILLE, Ind., M  
sudden deaths in two days  
an unusual number occur-  
last month caused Dr. Ed-  
coroner of Vanderburg Co-  
found a theory today that  
mortality is attributable to  
of Halley's comet.

Atmospheric changes in  
the season, but existing in  
had directly transiting in  
the vicinity and make pro-  
possible in heart failure  
spring today.

The authorities have re-  
solved to prevent  
the taking today of the ar-  
rest of a Federal commissioner  
in Chicago and Frank Chas-  
son allege are eliminating  
of all cases and conse-  
quences. Both are charged with  
murder in Richmond, Va.  
and \$2,000 in cash.

Owner is Eddy Fay.

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LANG.

## Thousands Watch Parade of Autos

CONCLUDED FROM PAGE ONE.

American beauty roses and silk flags. They were, Mrs. William E. English, chairman; Mrs. Benjamin Harrison, Mrs. Thomas R. Marshall, Mrs. Meredith Nicholson and Mrs. John W. Kern.

The crowd at the park was the largest except the one that was massed around the Monument. Opposite the judges' car were lined the orphans from the Indianapolis Orphan Asylum and the German Orphan Asylum, who were treated to the trip to witness the parade as the guest of Cecil Gibson. As the parade came opposite them they began to sing and received applause, not only from the crowd of spectators, but from the entrants in the parade.

### Make Three Inspections.

The competitors for prizes held their numbers so the judges could see them and make notes, but it took three trials before the judges were satisfied that they could make up their minds with perfect fairness.

Their car was rushed to Meridian and Washington streets for the second inspection and again to Washington and Pennsylvania streets for the third and final look. Shortly afterward they announced their vote at the English Hotel, where the parade officials were waiting. The officials instantly hurried in their machine and informed the fortunate winners.

A squad of twenty-five motorcycle riders, under command of Harry Graff, formed a guard along the procession and kept persons from plucking the blossoms from the cars.

The motorcycle riders not only protected the cars and kept them at proper distance, about three to the square, but also cranked the machines in case they had

side of the shield, were two large cupids, who stood erect with arms extended, from which floated long streamers of white ribbons extending back to where they were fastened in large bows at the rear of the car.

In the front lamps, instead of a flickering flame of light, two large yellow chrysanthemums sent forth their yellow glow. Every inch of the machine was hidden under the mass of artificial flowers, and even the extraordinary large wheels were rimmed with the bright blossoms. As the car loomed on the horizon of the procession it presented a striking appearance and caused a ripple of voiced praise and applause to come from the spectators. "An easy prize winner!" was the exclamation of one of the judges when it was first sighted. The decorations were the idea of B. P. Shirley.

### Packard Wins Unique Prize.

The unique prize was won by the big Packard float representing a gunboat, and looked well the part of a big battle ship with the blackened noses of imitation cannon protruding from the flower-covered sides of the ship and the stars and stripes floating from the masts. When the Indianapolis Military Band, which rode at the head of the procession in this float, began to play "The Star-Spangled Banner" and the guns began to emit their noise and smoke the crowds broke forth in a regular Fourth of July cheer. The car was designed by Frank Willis and Ray Holcomb. It was driven by Mr. Willis, who was hidden almost from sight by the profuse decorations. On the bridge in front two little boys rode and acted as captain and pilot. They were the youthful sons of Frank Willis and Charles A. Tutewiler.

The float was fifty feet long and the drappings, which hung down to the ground, hiding the wheels, made it have the appearance of simply drifting along on the street as a boat does on the sea.

Every car in the parade proper was given a number by the committee in charge and this was held up so that the judges could thus keep tab on the competitors and the judges did not know who were the winners until after the parade was over except by the numbers they had selected.

No. 1 was given W. R. Hirst and M. D. Atwater, who rode in a Chalmers that was decorated to represent a bell, emblem of the Bell Telephone Company. Above the seat a large bell was designed with blue and white chrysanthemums. The body was also covered with the same artificial flowers and carried out the color scheme.

No. 2 was driven by Albert von Spreckelsen and was a Marmon touring car, in which rode his wife and family. The machine was decorated with red and yellow natural roses. An abundance of green ferns formed the background for the flowers and covered the machine entirely.

### Covered With Lilies.

No. 3 was the first prize winner in the private owners' division, entered by Louis Deschler and accompanied by his company of five young girls. This Chalmers car was covered with white Easter lilies.

No. 4 was a large Rambler machine, driven by Victor Jose and accompanied by his wife and family. Red roses were

# THE BE

"To cure and perfect health will ever recur

Cures are so is no possible ch

## Notice th

There are so style of their ad are Pelvic Special sometimes difficult investigation to specialist, and su to engage the ser permanently.

The many cu isfied patients have dismissed coming to me physical and bankrupts from with others, many sufferer come to me from of theirs who h ommended m ments, are EVIDENCES of perior methods.

## RUPTU

future well-being meteoric "few-da nature in the fo permanent cures ing to themselves

THE BEST very latest rese used in thousan by me in my w the very best tr

CONSULTATIO at home after one suit the convenien you have investig OFFICE HOURS,

DR. LU 11% WEST M

## Liability A

General Agents

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A squad of twenty-five motorcycle riders, under command of Harry Graff, formed a guard along the procession and kept persons from plucking the blossoms from the cars.

The motorcycle riders not only protected the cars and kept them at proper distance, about three to the square, but also cranked the machines in case they had stopped, thus saving the drivers the trouble of climbing from behind their banks of flowers.

To the motorwise the pageant had far more significance than the floral display. It demonstrated the ability with which this modern invention of speed and endurance can be perfectly controlled. Driving in a parade is one of the most difficult tasks for a motorist, but all displayed expert skill in yesterday's procession.

Another striking feature was the number of women who piloted cars and the many children who poked their beaming faces between the masses of fragrant flowers. This was a visual argument to all skeptical that the motor car of today is absolutely safe.

J. R. Aude, who is here in charge of the educational exhibit of the Indiana Automobile Company, commented after the parade that in all of his travels he has never found a city where so many women drive machines as in Indianapolis.

#### First Prize to L. G. Deschler.

First prize in the private owners' class was won by Louis G. Deschler in a Chalmers touring car. The machine was driven by James Neilson, and five young girls rode in the rear seats, dressed in pure white gowns and carrying large bunches of Easter lilies. Miss Amelia Sandborn, Miss Ruth Perry, Miss Ortrud Schmidt, Miss Mabel Meurer and Miss Lucretia Aneshansel.

The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleyne ferns. In the rear of the car was a large gold basket filled with lilies, and from this wide strips of white ribbons were hung in festoon shape along the car and fastened in large bows on the hood. The machine was decorated by Bertermann Bros. Company and the design was made by Irvin Bertermann, who followed Mr. Deschler's idea of bringing out the emblem of springtime.

Second prize was won by E. G. Saurbier in a Marmon touring car with Mrs. E. G. Saurbier, Mrs. Will H. Brown, Mrs. E. C. Stutz and Mrs. F. J. Slight. This was perhaps the most expensively decorated machine in the parade, with the exception of the winner, adorned with extensive decorations. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large bunches were suspended, in which the girls poked their beaming and smiling faces out at the end of every curve. The running boards were covered with pink carnations. The windows were decorated in white with white ribbons and white flowers. At the rear of the car was a large bunch of white flowers and a large bunch of pink carnations. The machine's decorations were designed and executed by J. Bertermann & Sons.

The third prize was won by W. E. Williams in a Buick sedan. The machine was decorated in a white and pink scheme.

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No. 4 was a large Rambler machine, driven by Victor Jose and accompanied by his wife and family. Red roses were used to make this car present a striking and pleasing appearance.

No. 5 was a Premier machine, driven by Mrs. Ed Rosenberg. She was accompanied by Mrs. Frank Schussler, and both women were dressed in black and wore black hats with black motoring veils. The design was that of a flower basket with a large handle extending in an arch over the seats and the heads of the occupants. The flowers used were artificial black-eyed daisies, and the black and gold color scheme won much applause. It was upon this car that Mrs. William E. English, chairman of the judges, lavished her best congratulations and thought worthy of the first prize.

No. 6 was a Premier car elaborately decorated with real flowers and driven by John Bertermann, accompanied by his wife and family. This was one of the most expensively designed cars in the pageant and was covered with American beauty roses. At the four corners of the car and in the center were erected draped pillars on top of which rested large pots of blooming azaleas. Bright red ribbons were wound here and there in an artistic mass and added to the general magnificence of the display.

No. 7 was a Rauch and Lang electric, driven by Mrs. Frank Fox, Mrs. E. W. Livenstuber and Mrs. F. R. Atwood. It was decorated with blue and white artificial flowers.

The next car was No. 8, which was a Hupp driven by Mrs. F. I. Willis, accompanied by her little daughter. It was designed as a big flower basket with green sides and various kinds of artificial flowers showing around the edges. In all it looked like a big basket that had just been brought to the city after a ramble through the woods, where it had been filled with fresh wild blossoms.

Jake Kuhn drove the next car, No. 9, which was an E. M. V. Thirty. This machine was dressed with purple chrysanthemums. It was one of the most striking machines in line and was a strong bidder for a prize. Over the top, instead of the conventional auto top, an artistic formation of vines was erected that added just enough beauty to set off the whole in an ideal fashion.

A Russell with wife and family came next, No. 11, driving a Rambler. It was covered with purple chrysanthemums.

#### Mixed With Chrysanthemums.

The next car was a Buick sedan and driven by Marmon G. Porter. He was accompanied by Mrs. M. G. Porter and Miss Lillie Rose and Miss Dorothy Starnes. This machine was covered all over with green and gold artificial flowers. At the sides of the car a large bunch of white flowers was suspended and in the middle of the car a large bunch of white flowers was suspended. The machine's decorations were designed and executed by J. Bertermann & Sons.

## Liability AU

### General Agents

ping Marlon car, driver.

J. W. Patterson which was entered by an. The next was Deschler, being his decorated with white.

No. 18 was one of original designs of entered by F. I. Willis he took his greater signed as a locomotive part, except that it white to resemble a. It was modeled after with pink and white. From the front to the back been followed closely sound of the bell, kept ringing.

#### Decorated With

Mrs. C. F. Mass Ford, which was decorated with sunflowers.

A large Rambler driven by A. J. Evans. The car with artificial flower decorations radiator was a large to be a lucky emblem a prize. It was won by honor winners, too.

A quiet-running Studebaker for the cause of universal thousands of spectators. Miss Lesley Clay, who by Miss Marie Peterson women were dressed in white and carried a charming abundance of natural flowers. The entire machine was decorated with the name Studebaker roses on a back.

Following this was a car entered by Frank large touring car, which was elaborately decorated. The occupants included Mr. Woodbridge, Ruth J. and Marie Jackson.

R. M. Lacey and wife, who in the parade were adorned with white chrysanthemums. In front of the car was a large bunch of white flowers. The car was decorated with white and pink flowers. The machine's decorations were designed and executed by J. Bertermann & Sons.

A large Buick sedan was entered by Mr. A. J. Evans. The car was decorated with white and pink flowers. The machine's decorations were designed and executed by J. Bertermann & Sons.



and informed the fortunate winners.

A squad of twenty-five motorcycle riders, under command of Harry Graff, formed a guard along the procession and kept persons from plucking the blossoms from the cars.

The motorcycle riders not only protected the cars and kept them at proper distance, about three to the square, but also cranked the machines in case they had stopped, thus saving the drivers the trouble of climbing from behind their banks of flowers.

To the motorwise the pageant had far more significance than the floral display. It demonstrated the ability with which this modern invention of speed and endurance can be perfectly controlled. Driving in a parade is one of the most difficult tasks for a motorist, but all displayed expert skill in yesterday's procession.

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#### First Prize to L. G. Deschler.

First prize in the private owners' class was won by Louis G. Deschler in a Chalmers touring car. The machine was driven by James Neilson, and five young girls rode in the rear seats, dressed in pure white gowns and carrying large bunches of Easter lilies. Miss Amelia Sandborn, Miss Ruth Perry, Miss Ortrud Schmidt, Miss Mabel Meurer and Miss Lucretia Aneshaensel.

The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleyne ferns. In the rear of the car was a large gold basket filled with lilies, and from this wide strips of white ribbons were hung in festoon shape along the car and fastened in large bows on the hood. The machine was decorated by Bertermann Bros. Company and the design was made by Irvin Bertermann, who followed Mr. Deschler's idea of bringing out the emblem of springtime.

Second prize was won by E. G. Sourblier in a Marlon touring car, with Mrs. E. G. Sourblier, Mrs. Will H. Brown, Mrs. H. C. Stutz and Mrs. F. J. Sleght. This was, perhaps, the most expensively decorated machine in the parade, as it was, like the first winner, adorned with natural flowers. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large baskets were suspended, in which the roses poked their bright red heads far out at the end of

#### Covered With Lilies.

No. 3 was the first prize winner in the private owners' division, entered by Louis Deschler and accompanied by his company of five young girls. This Chalmers car was covered with white Easter lilies.

No. 4 was a large Rambler machine, driven by Victor Jose and accompanied by his wife and family. Red roses were used to make this car present a striking and pleasing appearance.

No. 5 was a Premier machine, driven by Mrs. Ed Rosenberg. She was accompanied by Mrs. Frank Schussler, and both women were dressed in black and wore black hats with black motoring veils. The design was that of a flower basket with a large handle extending in an arch over the seats and the heads of the occupants. The flowers used were artificial black-eyed daisies, and the black and gold color scheme won much applause. It was upon this car that Mrs. William E. English, chairman of the judges, lavished her best congratulations and thought worthy of the first prize.

No. 6 was a Premier car elaborately decorated with real flowers and driven by John Bertermann, accompanied by his wife and family. This was one of the most expensively designed cars in the pageant and was covered with American beauty roses. At the four corners of the car and in the center were erected draped pillars on top of which rested large pots of blooming azaleas. Bright red ribbons were wound here and there in an artistic mass and added to the general magnificence of the display.

No. 7 was a Rauch and Lang electric, driven by Mrs. Frank Fox, Mrs. E. W. Livenessberger and Mrs. F. R. Atwood. It was decorated with blue and white artificial flowers.

The next car was No. 8, which was a Hupp driven by Mrs. F. I. Willis, accompanied by her little daughter. It was designed as a big flower basket with green sides and various kinds of artificial flowers showing around the edges. In all it looked like a big basket that had just been brought to the city after a ramble through the woods, where it had been filled with fresh wild blossoms.

Jake Kuhn drove the next car, No. 9, which was an E-M-F Thirty. This machine was dressed with purple chrysanthemums. It was one of the most striking machines in line and was a strong bidder for a prize. Over the top, instead of the conventional auto top, an artistic formation of vines was erected that added just enough beauty to set off the whole in an ideal fashion.

H. A. Russell with wife and family came next, No. 10, driving a Rambler. It was covered with purple artificial flowers.

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The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleyne ferns. In the rear of the car was a large gold basket filled with lilies, and from this wide strips of white ribbons were hung in festoon shape along the car and fastened in large bows on the hood. The machine was decorated by Bertermann Bros. Company and the design was made by Irvin Bertermann, who followed Mr. Deschler's idea of bringing out the emblem of springtime.

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The dealer's prize was won by W. A. Wilback in an Oldsmobile Limited, which was dressed in a solid mass of artificial yellow chrysanthemums. In the car with Mr. Wilback were Mrs. W. A. Wilback, Mrs. A. F. Fox, Miss Mary Miller Fox, Miss Mabel Wilback and Miss Dorothy McCullough. Like most of the other cars the women occupant in this prize winner were dressed in pure white gowns. In front of the machine, as other

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The next car was a Buick entered and driven by Malcolm G. Porter. He was accompanied by Mrs. M. G. Porter and Miss Lillian Kern and Miss Dorothy Hager. This machine was massed all over with brown and gold artificial chrysanthemums. In the front of the car a large swan made of white flowers was suspended and in its mouth held reins of white ribbons which extended back to the top of the machine where a large doll dressed in white held them. The idea of making the car appear to be draped by the swan and driven by the doll was brought out with effectiveness.

The next machine, No. 12, was a Premier driven by A. G. Foster and accompanied by six girls, whose bright smiling faces peeped between the branches of greenery. The color scheme was that of pure chrysanthemums.

No. 14 was the last car in the parade.



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The next machine, No. 12, was a Premier driven by A. G. Goss and accompanied by six girls, whose bright smiling faces peeped between the flowers of the car. The color scheme was that of pure chrysanthemums.

No. 14 was the lucky second prize car.

First prize in the parade was won by Louis J. Cameron in a Buick motor car. This machine was driven by James William and his young girl wife. The car was decorated with flowers of various colors. The car was a Buick and was a very fine one. The car was driven by James William and his young girl wife. The car was decorated with flowers of various colors. The car was a Buick and was a very fine one.

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Second prize was won by F. G. Sourbler in a Marlon touring car, with Mrs. F. G. Sourbler, Mrs. Will H. Brown, Mrs. H. C. Stutz and Mrs. F. J. Bright. This was, perhaps, the most expensively decorated machine in the parade, as it was, like the first winner, adorned with natural flowers. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large baskets were suspended, in which the roses poked their bright red heads far out at the end of long stems. The running boards were covered with pink carnations. The women were dressed in white, with white motor-ing veils flowing in the breeze. Mr. Sourbler was dressed in white and wore a white motoring cap. The machine's decorations were designed and executed by A. Weigand & Sons.

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side, was a young girl, dressed in white, holding a large basket of flowers. The car was a Buick and was a very fine one. The car was driven by James William and his young girl wife. The car was decorated with flowers of various colors. The car was a Buick and was a very fine one.

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The next machine, No. 12, was a Premier driven by A. G. Feeny and accompanied by six girls, whose bright smiling faces peeped between the bowers of flowers. The color scheme was that of pink chrysanthemums.

No. 14 was the lucky second prize-win-



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ning Marlon car, driven by Edward Sour-  
bier.

J. W. Patterson drove the next car, which was entered by Flanner & Buchanan. The next was entered by Louis Deschler, being his delivery car, and was decorated with white carnations.

No. 18 was one of the most striking and original designs of all. It was a flupp, entered by F. L. Willis, and one in which he took his greatest pride. It was designed as a locomotive and looked well the part, except that it was too pretty and white to resemble the black, dirty engine it was modeled after. It was covered with pink and white chrysanthemums. From the front to the rear the model had been followed closely and even to the sound of the bell, which the "engineer" kept ringing.

#### Decorated With Sunflowers.

Mrs. C. F. Mass drove the next car, a Ford, which was decorated with massive sunflowers.

A large Rambler car came next, driven by A. J. Evans. This car was decorated with artificial flowers and in front on the radiator was a large horseshoe calculated to be a lucky emblem and aid in capturing a prize. It was well up in the ranks of honor winners, too.

A quiet-running Studebaker electric was the cause of universal praise from the thousands of spectators. It was driven by Miss Lesley Clay, who was accompanied by Miss Marie Pritchard. Both young women were dressed in white and presented a charming picture framed by the abundance of natural flowers that enveloped the entire machine. In front of the car the name Studebaker was worked in red roses on a background of ferns.

Following this was another Studebaker car entered by Frank Staley. It was a large touring car, which was also elaborately decorated.

The occupants in this car were Ruth Culbertson, Wilda Culbertson, Lucy Woodbridge, Ruth Joslin, Helen Warrum and Marie Dawson.

R. H. Losey and wife, both attired in pure white, rode in the next car, a Buick, which was adorned in artistic style with white chrysanthemums and red poinsettias. In front of the machine at either side were two large baskets, which were filled with the artificial blossoms.

The next car was driven by M. L. Conley. He was accompanied by relatives and friends in his handsome new Austin touring machine. Its bright, shining body and polished metal parts appeared to advantage between the decorations of artificial flowers.

A large Stearns came next. It was entered by the Co Auto Company and was decorated with green drapings to match the body and with artificial wild flowers strewn everywhere. In front, worked with

winning Olds, entered and driven by G. O. Wildhack.

Among the many beautiful cars in line there was one in particular which drew great enthusiasm from the spectators because of its simplicity and the beautiful effect of its coloring. It was a six-cylinder Premier which carries a delicate lavender shade in its finish, and its lines were further beautified by the addition of lavender sweet peas and green smilax. On each door panel there was an emblem of the letter P in white upon a green and lavender groundwork. In the machine were seven women and a little girl, all dressed in cream colored serge suits with lavender veils and beautifully decorated lavender parasols. The car is one of the biggest built in this country, but it was handled with ease by Mrs. Harold O. Smith, and with her in the machine were Mrs. Owen Mothershead, Mrs. Donald Ketcham, Mrs. Kerfoot Stewart, Mrs. Henry J. Branden, Mrs. William Rockwood and Miss Carroll Smith.

A Waverley electric came next, driven by Mrs. W. C. Johnson. It was adorned entirely with white and pink carnations. As the easy running car passed through the line of spectators it left a trail of the fragrance from the natural blossoms and hundreds of the flowers as souvenirs.

A Reo, entered by Cecil Gibson, came next. It was decorated to represent an autumn scene, being covered with artificial branches of trees and brown and golden leaves.

A truck from the House of Crane, cigar firm, was next in line.

H. W. Martz was next, with a Maxwell, which was beautifully decorated with both natural and artificial flowers.

Mrs. Joseph Holmes was the next entrant, driving a large Premier touring car. It was dressed in gala attire of natural and artificial flowers and drapings of ribbons and bunting.

W. F. Jenkins came next driving a Willys Six. It was covered with patriotic colors.

Following in the rear were other commercial trucks and several private owners in cars that made the procession extend many squares more. Many of these were not decorated at all, and some had minor adornments. Some did not receive numbers from the parade committee and therefore were not considered in the race for the prizes.

One of the best entrants in the "unique" class was that of a Premier designed to represent a Southern plantation scene. John Orman deserves the credit for figuring out this pleasing display. On the large truck was built an imitation log hut and a plantation scene was well imitated. Several colored men were busy working on the truck and now and then rested from their "labors" long

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## Thousands Watch Parade of Autos

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American beauty roses and silk flags. They were, Mrs. William E. English, chairman; Mrs. Benjamin Harrison, Mrs. Thomas R. Marshall, Mrs. Meredith Nicholson and Mrs. John W. Kern.

The crowd at the park was the largest except the one that was massed around the Monument. Opposite the judges' car were lined the orphans from the Indianapolis Orphan Asylum and the German Orphan Asylum, who were treated to the trip to witness the parade as the guest of Cecil Gibson. As the parade came opposite them they began to sing and received applause, not only from the crowd of spectators, but from the entrants in the parade.

### Make Three Inspections.

The competitors for prizes held their numbers so the judges could see them and make notes, but it took three trials before the judges were satisfied that they could make up their minds with perfect fairness.

Their car was rushed to Meridian and Washington streets for the second inspection and again to Washington and Pennsylvania streets for the third and final look. Shortly afterward they announced their vote at the English Hotel, where the parade officials were waiting. The officials instantly hurried in their machine and informed the fortunate winners.

A squad of twenty-five motorcycle riders, under command of Harry Graff, formed a guard along the procession and kept persons from plucking the blossoms from the cars.

The motorcycle riders not only protected the cars and kept them at proper distance, about three to the square, but also cranked the machines in case they had

side of the shield, were two large cupids, who stood erect with arms extended, from which floated long streamers of white ribbons extending back to where they were fastened in large bows at the rear of the car.

In the front lamps, instead of a flickering flame of light, two large yellow chrysanthemums sent forth their yellow glow. Every inch of the machine was hidden under the mass of artificial flowers, and even the extraordinary large wheels were rimmed with the bright blossoms. As the car loomed on the horizon of the procession it presented a striking appearance and caused a ripple of voiced praise and applause to come from the spectators. "An easy prize winner!" was the exclamation of one of the judges when it was first sighted. The decorations were the idea of B. P. Shirley.

### Packard Wins Unique Prize.

The unique prize was won by the big Packard float representing a gunboat, and looked well the part of a big battle ship with the blackened noses of imitation cannon protruding from the flower-covered sides of the ship and the stars and stripes floating from the masts. When the Indianapolis Military Band, which rode at the head of the procession in this float, began to play "The Star-Spangled Banner" and the guns began to emit their noise and smoke the crowds broke forth in a regular Fourth of July cheer. The car was designed by Frank Willis and Ray Holcomb. It was driven by Mr. Willis, who was hidden almost from sight by the profuse decorations. On the bridge in front two little boys rode and acted as captain and pilot. They were the youthful sons of Frank Willis and Charles A. Tutewiler.

The float was fifty feet long and the drappings, which hung down to the ground, hiding the wheels, made it have the appearance of simply drifting along on the street as a boat does on the sea.

Every car in the parade proper was given a number by the committee in charge and this was held up so that the judges could thus keep tab on the competitors and the judges did not know who were the winners until after the parade was over except by the numbers they had selected.

No. 1 was given W. R. Hirst and M. D. Atwater, who rode in a Chalmers that was decorated to represent a bell, emblem of the Bell Telephone Company. Above the seat a large bell was designed with blue and white chrysanthemums. The body was also covered with the same artificial flowers and carried out the color scheme.

No. 2 was driven by Albert von Spreckelsen and was a Marmon touring car, in which rode his wife and family. The machine was decorated with red and yellow natural roses. An abundance of green ferns formed the background for the flowers and covered the machine entirely.

### Covered With Lilies.

No. 3 was the first prize winner in the private owners' division, entered by Louis Deschler and accompanied by his company of five young girls. This Chalmers car was covered with white Easter lilies.

No. 4 was a large Rambler machine, driven by Victor Jose and accompanied by his wife and family. Red roses were

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#### First Prize to L. G. Deschler.

First prize in the private owners' class was won by Louis G. Deschler in a Chalmers touring car. The machine was driven by James Neilson, and five young girls rode in the rear seats, dressed in pure white gowns and carrying large bunches of Easter lilies. Miss Amelia Sandborn, Miss Ruth Perry, Miss Ortrud Schmidt, Miss Mabel Meurer and Miss Lucretia Aneshansel.

The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleyne ferns. In the rear of the car was a large gold basket filled with lilies, and from this wide strips of white ribbons were hung in festoon shape along the car and fastened in large bows on the hood. The machine was decorated by Bertermann Bros. Company and the design was made by Irvin Bertermann, who followed Mr. Deschler's idea of bringing out the emblem of springtime.

Second prize was won by E. G. Saurbier in a Marmon touring car with Mrs. E. G. Saurbier, Mrs. Will H. Brown, Mrs. E. C. Stutz and Mrs. F. J. Slight. This was perhaps the most expensively decorated machine in the parade, with the exception of the winner, adorned with extensive decorations. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large bunches were suspended, in which the girls poked their beaming and smiling faces out at the end of every curve. The running boards were covered with pink carnations. The windows were decorated in white with white ribbons and white flowers. At the rear of the car was a large bunch of white and pink carnations. The machine's decorations were designed and executed by J. Bertermann & Sons.

The fourth prize was won by W. E. Williams in a Buick sedan. The machine was decorated in a white and pink scheme.

#### Covered With Lilies.

No. 3 was the first prize winner in the private owners' division, entered by Louis Deschler and accompanied by his company of five young girls. This Chalmers car was covered with white Easter lilies.

No. 4 was a large Rambler machine, driven by Victor Jose and accompanied by his wife and family. Red roses were used to make this car present a striking and pleasing appearance.

No. 5 was a Premier machine, driven by Mrs. Ed Rosenberg. She was accompanied by Mrs. Frank Schussler, and both women were dressed in black and wore black hats with black motoring veils. The design was that of a flower basket with a large handle extending in an arch over the seats and the heads of the occupants. The flowers used were artificial black-eyed daisies, and the black and gold color scheme won much applause. It was upon this car that Mrs. William E. English, chairman of the judges, lavished her best congratulations and thought worthy of the first prize.

No. 6 was a Premier car elaborately decorated with real flowers and driven by John Bertermann, accompanied by his wife and family. This was one of the most expensively designed cars in the pageant and was covered with American beauty roses. At the four corners of the car and in the center were erected draped pillars on top of which rested large pots of blooming azaleas. Bright red ribbons were wound here and there in an artistic mass and added to the general magnificence of the display.

No. 7 was a Rauch and Lang electric, driven by Mrs. Frank Fox, Mrs. E. W. Livenstuber and Mrs. F. R. Atwood. It was decorated with blue and white artificial flowers.

The next car was No. 8, which was a Hupp driven by Mrs. F. I. Willis, accompanied by her little daughter. It was designed as a big flower basket with green sides and various kinds of artificial flowers showing around the edges. In all it looked like a big basket that had just been brought to the city after a ramble through the woods, where it had been filled with fresh wild blossoms.

Jake Kuhn drove the next car, No. 9, which was an E-M-F-Thirty. This machine was dressed with purple chrysanthemums. It was one of the most striking machines in line and was a strong bidder for a prize. Over the top, instead of the conventional auto top, an artistic formation of vines was erected that added just enough beauty to set off the whole in an ideal fashion.

A Russell with wife and family came next, No. 11, driving a Rambler. It was covered with purple chrysanthemums.

#### Maced With Chrysanthemums.

The next car was a Buick sedan and driven by Marmon G. Porter. He was accompanied by Mrs. M. G. Porter and Miss Lillie Rose and Miss Dorothy Starnes. This machine was covered all over with green and gold artificial chrysanthemums. In the back of the car a large vase made of white flowers was suspended and in the middle left corner of the car a large white basket filled with white and pink carnations. The car was decorated in a white and pink scheme.

## Liability AU

### General Agents

ping Marlon car, driver.

J. W. Patterson which was entered by an. The next was Deschler, being his decorated with white.

No. 18 was one of original designs of entered by F. I. Willis he took his greater signed as a locomotive part, except that it white to resemble a. It was modeled after with pink and white. From the front to the back been followed closely sound of the bell, kept ringing.

#### Decorated With

Mrs. C. F. Mass Ford, which was decorated with sunflowers.

A large Rambler driven by A. J. Evans. The car with artificial flower decorations radiator was a large to be a lucky emblem a prize. It was won by honor winners, too.

A quiet-running Studebaker for the cause of universal thousands of spectators. Miss Lesley Clay, who by Miss Marie Peterson women were dressed in white and pink. The car was decorated with an abundance of natural flowers. The entire machine was covered with the name Studebaker roses on a background.

Following this was a car entered by Frank large touring car, which was elaborately decorated. The occupants included Mr. Woodbridge, Ruth J. and Marie Jackson.

R. M. Lacey and his wife, who in the parade were adorned with white chrysanthemums. In front of the car was a large vase filled with the same. The next car was a Buick sedan, which was decorated with white and pink carnations. The car was driven by Mrs. M. G. Porter and Miss Lillie Rose and Miss Dorothy Starnes.

A large crowd of people gathered to watch the parade. The cars were decorated in various schemes, including white and pink, black and gold, and green and gold. The decorations were made of artificial flowers and ribbons.

and informed the fortunate winners.

A squad of twenty-five motorcycle riders, under command of Harry Graff, formed a guard along the procession and kept persons from plucking the blossoms from the cars.

The motorcycle riders not only protected the cars and kept them at proper distance, about three to the square, but also cranked the machines in case they had stopped, thus saving the drivers the trouble of climbing from behind their banks of flowers.

To the motorwise the pageant had far more significance than the floral display. It demonstrated the ability with which this modern invention of speed and endurance can be perfectly controlled. Driving in a parade is one of the most difficult tasks for a motorist, but all displayed expert skill in yesterday's procession.

Another striking feature was the number of women who piloted cars and the many children who poked their beaming faces between the masses of fragrant flowers. This was a visual argument to all skeptical that the motor car of today is absolutely safe.

J. R. Aude, who is here in charge of the educational exhibit of the Indiana Automobile Company, commented after the parade that in all of his travels he has never found a city where so many women drive machines as in Indianapolis.

#### First Prize to L. G. Deschler.

First prize in the private owners' class was won by Louis G. Deschler in a Chalmers touring car. The machine was driven by James Neilson, and five young girls rode in the rear seats, dressed in pure white gowns and carrying large bunches of Easter lilies. Miss Amelia Sandborn, Miss Ruth Perry, Miss Ortrud Schmidt, Miss Mabel Meurer and Miss Lucretia Aneshaensel.

The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleyne ferns. In the rear of the car was a large gold basket filled with lilies, and from this wide strips of white ribbons were hung in festoon shape along the car and fastened in large bows on the hood. The machine was decorated by Bertermann Bros. Company and the design was made by Irvin Bertermann, who followed Mr. Deschler's idea of bringing out the emblem of springtime.

Second prize was won by E. G. Sourbier in a Marlon touring car, with Mrs. E. G. Sourbier, Mrs. Will H. Brown, Mrs. H. C. Stutz and Mrs. F. J. Sleght. This was, perhaps, the most expensively decorated machine in the parade, as it was, like the first winner, adorned with natural flowers. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large baskets were suspended, in which the roses poked their bright red heads far out at the end of

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Jake Kuhn drove the next car, No. 9, which was an E-M-F Thirty. This machine was dressed with purple chrysanthemums. It was one of the most striking machines in line and was a strong bidder for a prize. Over the top, instead of the conventional auto top, an artistic formation of vines was erected that added just enough beauty to set off the whole in an ideal fashion.

H. A. Russell with wife and family came next, No. 10, driving a Rambler. It was covered with purple artificial flowers.

#### Massed With Chrysanthemums.

The next car was a Buick entered and driven by Malcolm G. Porter. He was accompanied by Mrs. M. G. Porter and

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The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleyne ferns. In the rear of the car was a large gold basket filled with lilies, and from this wide strips of white ribbons were hung in festoon shape along the car and fastened in large bows on the hood. The machine was decorated by Bertermann Bros. Company and the design was made by Irvin Bertermann, who followed Mr. Deschler's idea of bringing out the emblem of springtime.

Second prize was won by E. G. Sourbler in a Marion touring car, with Mrs. E. G. Sourbler, Mrs. Will H. Brown, Mrs. H. C. Stutz and Mrs. F. J. Sleght. This was, perhaps, the most expensively decorated machine in the parade, as it was, like the first winner, adorned with natural flowers. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large baskets were suspended, in which the roses poked their bright red heads far out at the end of long stems. The running boards were covered with pink carnations. The women were dressed in white, with white motor-ing veils flowing in the breeze. Mr. Sourbler was dressed in white and wore a white motoring cap. The machine's decorations were designed and executed by A. Weigand & Sons.

The dealer's prize was won by W. A. Wilback in an Oldsmobile Limited, which was dressed in a solid mass of artificial yellow chrysanthemums. In the car with Mr. Wilback were Mrs. W. A. Wilback, Mrs. A. F. Fox, Miss Mary Miller Fox, Miss M. A. Wilback and Miss Dorothy McCullough. Like most of the other cars the women occupant in this prize winner were dressed in pure white gowns. In front of the machine, as other

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H. A. Russell with wife and family came next, No. 10, driving a Rambler. It was covered with purple artificial flowers.

#### Massed With Chrysanthemums.

The next car was a Buick entered and driven by Malcolm G. Porter. He was accompanied by Mrs. M. G. Porter and Miss Lillian Kern and Miss Dorothy Hager. This machine was massed all over with brown and gold artificial chrysanthemums. In the front of the car a large swan made of white flowers was suspended and in its mouth held reins of white ribbons which extended back to the top of the machine where a large doll dressed in white held them. The idea of making the car appear to be draped by the swan and driven by the doll was brought out with effectiveness.

The next machine, No. 12, was a Premier driven by A. C. Fowey and accompanied by six girls, whose bright smiling faces peeped between the branches of greenery. The color scheme was that of pure chrysanthemums.

No. 14 was the last car in the parade.

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Second prize was won by E. G. Sourblier in a Marlon touring car, with Mrs. E. G. Sourblier, Mrs. Will H. Brown, Mrs. H. C. Stutz and Mrs. F. J. Sleght. This was, perhaps, the most expensively decorated machine in the parade, as it was, like the first winner, adorned with natural flowers. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large baskets were suspended, in which the roses poked their bright red heads far out at the end of long stems. The running boards were covered with pink carnations. The women were dressed in white, with white motor-ing caps flowing in the breeze. Mr. Sourblier was dressed in white and wore a white motoring cap. The machine's decorations were designed and executed by A. Weigand & Sons.

The dealer's prize was won by W. A. Wildhack in an Oldsmobile Limited, which was dressed in a solid mass of artificial yellow chrysanthemums. In the car with Mr. Wildhack were Mrs. W. A. Wildhack, Mrs. A. P. Fox, Miss Mary Miller Fox, Miss Edna Wildhack and Miss Dorothy McCullough. Like most of the other cars the women occupants in this prize winner were dressed in pure white.

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H. A. Russell with wife and family came next, No. 10, driving a Rambler. It was covered with purple artificial flowers.

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The next car was a Buick entered and driven by Malcolm G. Porter. He was accompanied by Mrs. M. G. Porter and Miss Lillian Kern and Miss Dorothy Hager. This machine was massed all over with brown and gold artificial chrysanthemums. In the front of the car a large swan made of white flowers was suspended and in its mouth held reins of white ribbons which extended back to the top of the machine where a large doll dressed in white held them. The idea of making the car appear to be drawn by the swan and driven by the doll was brought out with effectiveness.

The next machine, No. 12, was a Premier driven by A. G. Goss and accompanied by six girls, whose bright smiling faces peeped between the flowers of the car. The color scheme was that of pure chrysanthemums.

No. 14 was the lucky second prize car.

First prize in the parade was won by Louis J. Cameron in a Buick. The machine was driven by James William and his young girl wife. The car was decorated with flowers of various colors. The car was a Buick and was a very fine machine. The car was driven by James William and his young girl wife. The car was decorated with flowers of various colors. The car was a Buick and was a very fine machine.

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Second prize was won by F. G. Sourbler in a Marlon touring car, with Mrs. F. G. Sourbler, Mrs. Will H. Brown, Mrs. H. C. Stutz and Mrs. F. J. Bright. This was, perhaps, the most expensively decorated machine in the parade, as it was, like the first winner, adorned with natural flowers. The entire body of the car was covered with American beauty roses and pink carnations. At the sides of both the front and rear seats large baskets were suspended, in which the roses poked their bright red heads far out at the end of long stems. The running boards were covered with pink carnations. The women were dressed in white, with white motor-ing veils flowing in the breeze. Mr. Sourbler was dressed in white and wore a white motoring cap. The machine's decorations were designed and executed by A. Weigand & Sons.

The dealer's prize was won by W. A. Wildhack in an Oldsmobile Limited, which was dressed in a solid mas of artificial yellow chrysanthemums. In the car with Mr. Wildhack were Mrs. W. A. Wildhack, Mrs. A. P. Fox, Miss Mary Miller Fox, Miss Edna Wildhack and Miss Dorothy McCullough. Like most of the other cars the women occupants in this prize winner were dressed in pure white gowns. In front of the machine, at either

side of the machine, were two large baskets of flowers. The car was a Buick and was a very fine machine. The car was driven by James William and his young girl wife. The car was decorated with flowers of various colors. The car was a Buick and was a very fine machine.

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John Kuhn drove the next car, No. 9, which was an R. M. V. This machine was dressed with purple chrysanthemums. It was one of the most striking machines in line and was a strong bidder for a prize. Over the top, instead of the conventional auto top, an artistic formation of vines was erected that added just enough beauty to set off the whole in an ideal fashion.

H. A. Russell with wife and family came next, No. 10, driving a Rambler. It was covered with purple artificial flowers.

**Massed With Chrysanthemums.**

The next car was a Buick entered and driven by Malcolm G. Porter. He was accompanied by Mrs. M. G. Porter and Miss Lillian Kern and Miss Dorothy Haskett. This machine was massed all over with brown and gold artificial chrysanthemums. In the front of the car a large swan made of white flowers was suspended and in its mouth held reins of white ribbons which extended back to the top of the machine where a large doll dressed in white held them. The idea of making the car appear to be drawn by the swan and driven by the doll was brought out with effectiveness.

The next machine, No. 12, was a Premier driven by A. G. Feeny and accompanied by six girls, whose bright smiling faces peeped between the bowers of flowers. The color scheme was that of pink chrysanthemums.

No. 14 was the lucky second prize-win-



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ning Marlon car, driven by Edward Sour-  
bier.

J. W. Patterson drove the next car, which was entered by Flanner & Buchanan. The next was entered by Louis Deschler, being his delivery car, and was decorated with white carnations.

No. 18 was one of the most striking and original designs of all. It was a flupp, entered by F. L. Willis, and one in which he took his greatest pride. It was designed as a locomotive and looked well the part, except that it was too pretty and white to resemble the black, dirty engine it was modeled after. It was covered with pink and white chrysanthemums. From the front to the rear the model had been followed closely and even to the sound of the bell, which the "engineer" kept ringing.

#### Decorated With Sunflowers.

Mrs. C. F. Mass drove the next car, a Ford, which was decorated with massive sunflowers.

A large Rambler car came next, driven by A. J. Evans. This car was decorated with artificial flowers and in front on the radiator was a large horseshoe calculated to be a lucky emblem and aid in capturing a prize. It was well up in the ranks of honor winners, too.

A quiet-running Studebaker electric was the cause of universal praise from the thousands of spectators. It was driven by Miss Lesley Clay, who was accompanied by Miss Marie Pritchard. Both young women were dressed in white and presented a charming picture framed by the abundance of natural flowers that enveloped the entire machine. In front of the car the name Studebaker was worked in red roses on a background of ferns.

Following this was another Studebaker car entered by Frank Staley. It was a large touring car, which was also elaborately decorated.

The occupants in this car were Ruth Culbertson, Wilda Culbertson, Lucy Woodbridge, Ruth Joslin, Helen Warrum and Marie Dawson.

R. H. Losey and wife, both attired in pure white, rode in the next car, a Buick, which was adorned in artistic style with white chrysanthemums and red poinsettias. In front of the machine at either side were two large baskets, which were filled with the artificial blossoms.

The next car was driven by M. L. Conley. He was accompanied by relatives and friends in his handsome new Austin touring machine. Its bright, shining body and polished metal parts appeared to advantage between the decorations of artificial flowers.

A large Stearns came next. It was entered by the Co Auto Company and was decorated with green drapings to match the body and with artificial wild flowers strewn everywhere. In front, worked with

winning Olds, entered and driven by G. O. Wildhack.

Among the many beautiful cars in line there was one in particular which drew great enthusiasm from the spectators because of its simplicity and the beautiful effect of its coloring. It was a six-cylinder Premier which carries a delicate lavender shade in its finish, and its lines were further beautified by the addition of lavender sweet peas and green smilax. On each door panel there was an emblem of the letter P in white upon a green and lavender groundwork. In the machine were seven women and a little girl, all dressed in cream colored serge suits with lavender veils and beautifully decorated lavender parasols. The car is one of the biggest built in this country, but it was handled with ease by Mrs. Harold O. Smith, and with her in the machine were Mrs. Owen Mothershead, Mrs. Donald Ketcham, Mrs. Kerfoot Stewart, Mrs. Henry J. Branden, Mrs. William Rockwood and Miss Carroll Smith.

A Waverley electric came next, driven by Mrs. W. C. Johnson. It was adorned entirely with white and pink carnations. As the easy running car passed through the line of spectators it left a trail of the fragrance from the natural blossoms and hundreds of the flowers as souvenirs.

A Reo, entered by Cecil Gibson, came next. It was decorated to represent an autumn scene, being covered with artificial branches of trees and brown and golden leaves.

A truck from the House of Crane, cigar firm, was next in line.

H. W. Martz was next, with a Maxwell, which was beautifully decorated with both natural and artificial flowers.

Mrs. Joseph Holmes was the next entrant, driving a large Premier touring car. It was dressed in gala attire of natural and artificial flowers and drapings of ribbons and bunting.

W. F. Jenkins came next driving a Willys Six. It was covered with patriotic colors.

Following in the rear were other commercial trucks and several private owners in cars that made the procession extend many squares more. Many of these were not decorated at all, and some had minor adornments. Some did not receive numbers from the parade committee and therefore were not considered in the race for the prizes.

One of the best entrants in the "unique" class was that of a Premier designed to represent a Southern plantation scene. John Orman deserves the credit for figuring out this pleasing display. On the large truck was built an imitation log hut and a plantation scene was well imitated. Several colored men were busy working on the truck and now and then rested from their "labors" long

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### Decorated with flowers.

Wm. F. Jones drove the first car in the parade which was decorated with flowers.

A large Stearns car came next, driven by J. L. Jones. This car was decorated with artificial flowers and in front of the car was a large basket containing a prize. It was with up to the parade of the Stearns car.

A great crowd of spectators gathered in front of the parade of Stearns cars. It was led by Miss Lethy May who was accompanied by Miss Marie Peterson. These young women were dressed in white and presented a charming picture framed by the abundance of natural flowers that adorned the entire machine. In front of the car the name Studebaker was marked in red roses on a background of ferns.

Following this was another Studebaker car entered by Frank Stiles. It was a large touring car, which was also elaborately decorated.

The occupants in this car were Ruth Culbertson, Wm. Culbertson, Lucy Woodbridge, Ruth Joslin, Helen Warrum and Marie Dawson.

R. H. Losey and wife, both attired in pure white, rode in the next car, a Buick, which was adorned in artistic style with white chrysanthemums and red poinsettias. In front of the machine at either side were two large baskets, which were filled with the artificial blossoms.

The next car was driven by M. L. Conley. He was accompanied by relatives and friends in his handsome new Austin touring machine. Its bright, shining body and polished metal parts appeared to advantage between the decorations of artificial flowers.

A large Stearns came next. It was entered by the Co Auto Company and was decorated with green drapings to match the body and with artificial wild flowers strewn everywhere. In front, worked with flowers, was the name of the machine.

Another Austin car followed which was entered by Bert Bronson.

Finch & Freeman had the next car in line, a large Warren Detroit, which was in keeping with the rest of the procession, being well decorated.

The next machine in line, being in the class entered by dealers, was the prize-

winning car, a large Stearns, which was decorated with flowers. It was entered by Mrs. Jones and was driven by Mr. Jones. The car was decorated with flowers and in front of the car was a large basket containing a prize. It was with up to the parade of the Stearns car.

A W. F. Jenkins drove the next car, which was decorated with flowers. It was entered by Mrs. Jones and was driven by Mr. Jones. The car was decorated with flowers and in front of the car was a large basket containing a prize. It was with up to the parade of the Stearns car.

A Buick entered by Carl Gibson, came next. It was decorated to represent an autumn scene, being covered with artificial branches of trees and brown and golden leaves.

A truck from the House of Crane, cigar firm, was next in line.

H. W. Marts was next, with a Maxwell, which was beautifully decorated with both natural and artificial flowers.

Mrs. Joseph Holmes was the next entrant, driving a large Premier touring car. It was dressed in gala attire of natural and artificial flowers and drapings of ribbons and bunting.

W. F. Jenkins came next driving a Willys Six. It was covered with patriotic colors.

Following in the rear were other commercial trucks and several private owners in cars that made the procession extend many squares more. Many of these were not decorated at all, and some had minor adornments. Some did not receive numbers from the parade committee and therefore were not considered in the race for the prizes.

One of the best entrants in the "unique" class was that of a Premier designed to represent a Southern plantation scene. John Orman deserves the credit for figuring out this pleasing display. On the large truck was built an imitation log hut and a plantation scene was well imitated. Several colored men were "busy working" on the truck and now and then rested from their "labors" long enough to sing their favorite melodies. This car created a decided hit.

### FLOWERS FOR VINCENT.

E. R. Vincent was presented with a large basket of roses by the Marott Department Store for the successful way in which he helped to conduct the parade.