ONE OF MEN IS FAY

S DECLARE THE NOTORIOUS L WITH A LONG LIST OF

ES IS CAPTURED WITH

E GOODS AND TOOLS.

RK, March 30.--Postomce infar have found five trunks o Frederick Cunningham and iter, suspected robbers of the (Va.) postoffice, from which

Two of the trunks were rday at the station at the time t of the men.

stamps and \$3,000 in money

as what detectives say is the ate and highly finished set of els they have ever seen. Hach

a separate case of Russia e rougher jimmies

he hardest, modern stool. With them were a set ks, some of which were ches long, and six sets of ys. Another set, not so fin-

drille

tissue paper and the

seised last night. resting yet was a manuscript t the compiler had in mind a id on Southern and Western

ndreds of banks were listed, om appeared the names and of the treasurers, cashiers. eir habits and their hours.
a particular item about a

shville, Tenn. In Stamps Recovered.

inspectors found \$17,000 mpy in the fifth trunk. found at the Pennsylvania tion at Cortlandt street and o police headquarters, where

OF BOOTY FOUND 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' division, Louis G. Deschier in Chalmers. Second prize, Edward G. Sourbier in Marlon.

Dealers' prize, W. A. Wildhaok in an Olde.

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 speciators, guided by strains of marinks are. This makes \$73,000 | tial music, and leaving a trail of fragrance

BERLIN AGO

AWAITS ROOSE

EMPEROR HEADS O COMMITTEE TO THRUSTS ROYA

GROUND F

BERLIN, March 8 has invited former P be his personal gue three of the five day will spend in Berlin. will arrive here on the and will be entertai Hill, the American a 12th, when the Empe

capital from the pi

Roosevelt will go to t The Emperor will th to the winds during The masters of cerer chamberlains are dis peror's determination and nonofficial perso dinners and elsewhe even the royal prince

that the Emperor, v

thought to the enter tinguished American surprises for the thre will give up to the vi "What do you t would like to see in I Emperor

of Presid Wheeler of the Unive few days before the pr early this month.

Emperor May

"Well." said Prof. velt would, I think, things to meet remen." Prof. Wheel Roosevelt might like music, to see one or visit Frederick the O

San Souci, at Potsdar While the Emperor whether he would to I--- EDWARD G. SOURBIER, IN MARION.

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

oner is Eddy Fay.

le police believe, is Eddy d fugitive whose picogues' gallery of imporntry and for whose ap-000 reward has been s cities.

declare there is against four murders,

tives declare, is worth \$400,000, and owns a orses. The police say

id counsel in court. le hearing until Wednesby the government and a fixed at \$20,000, failing were locked up.

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ES LONG LEAP.

Second-Story Window ille Flashes. lashed by Dan Allen in made Dee Royalty, 17,

second-story window atna street last night, ac-

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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-

after them. The floral pageant marked the

climax in the annual automobile show and proved a success from every viewpoint.

cession ever held in Indianapolis, and the first one of any kind since the horsedrawn 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 portioned 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 winners, 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 TARE.

Behind these city officials came a large loat, 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 displaye Prijestage name a king line of undecorated machines. The line of march was followed exactly as announced to The Star, and rame delen-Martidia adress from Pall security a most the follows of the country form

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Egypt and Arabia today, have dealt more tacts numerous questions which peace between nations the President of the United spoke in Cairo the other d was rather uncalled for. I

LAWYER MUST PAY \$500 IS VERD

Agreement is Reached in Near Midnight and Called.

A verdict for \$500 in favor garet Collins, who brough Jesso D. Hamrick, an a city, for an alleged over was rendered by a jury Circuit Court shortly after night. Mrs. Collins allege overcharged to the exten asked that amount in her The case went to the ju

o'clock vesterday afte

trial which lasted for more It is understood the jury on the amount of the ve kept them in the room for The jurors were anxious homes for the night and had been agreed upon th bailiff and announce agreed. Judge Remater cated with at his home an go to the courtroom and re dict. All of the attorney were in the courtroom wh was read.

SAYS COMET BRIN

Vanderburg Corpper Be pheric Changes Lowe

EVANSVII.LE, Ind., M sudden deaths in two days

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ashed by Dan Allen-in made Dee Royalty, 17, second-story window at na street last night, acice. Allen was arrested Schlangen and Todd, ving concealed weapons. d, when Allen drew the for the boy. Royalty jumped out the second-

stairs. Royalty did not til he reached Garfield alled the house by telewhere Allen was before

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SAYS COMET BRIN

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"Atmospheric changes in the senses, but existing, lief directly traceable to th the vitality and make per ceptible to heart failur coroner today.

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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 growd 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 ndlan-apolis 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

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 properalistance, 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 In the front lamps, instead of a flicker-

ing 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 spec-tators. "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 utdes of the ship and the stars of ered 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 chair. 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 youth-ful sons of Frank Willis and Charles A.

Tutewiler. . The float was fifty feet long and the drapings, 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

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 chrysenthemy with blue and white chrysanthemums. The body was also covered with the same artificial flowers and carried out the color

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 Rambier machine driven by Victor Jose and accompanied by his wife and family. Red roses were

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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 proceded the cars and kept them at proper dis-

tance, 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 diffi-cult tasks for a motorist, but all dis-played expert skill in yesterday's proces-Another striking feature was the num-

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nal

ber 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. Deschier.

First prize in the private owners' class was won by Louis G. Deschler in a Charmers touring car. The muchine was driven by James Neilson, and five young girls rode in the rear scats, dressed in pure white gowns and carrying large bunches of Easter lilles, Miss Amelia Sandborn, Miss Ruth Perry, Miss Ortrud Schmidt, Miss Mabel Meurer and Miss Lucretta Aneshaonsel.

The car was clothed in a solid mass of white Easter liles, 1,000 in all, and farleynse ferns. In the rear of the car was a large gold basket filled with lilles. 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 Berter-mann Bros. Company and the design was made by Irvin Bertermann, who followed Mr (Nesheler's Mea-of bringing but the emblem of epringtime

Remark prize was won by E. O. Houghber in a Marion touring car with Mrs 2, 40 South and Mrs. Will H. Helman, Mrs. H. Stutz and Mrs. F. J. Slegght. The was perhaps, the most expendency described pole / Since the this particle, and it was the the Ares winder above to be entry to the The entire had at the car man and ஓக்குக் 📦 🖎 ஆக்கர்காலும் இன்ற நிற பாருக்கு அமைத் நாம்கு careattenia. At the cides of burt the found particularly by william the make guidens there Surgery and sureduction for the state and of erreite en evene erfeite eine eine beite fie bereite program 2 will be public to the time " and we come to ware torquely a white will which make Then we the frequency to the belonger the final The state of the s the time was an expension to be expensively by a and an appropriate A. Seemen The house of the second terms in the

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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 blackeyed daisles, and the black and gold color scheme won much applause. It was upon this car that Mrs. William E. English, chairman of the judges, lay the 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 car and in the center were erected drapped 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 Langrelectric driven by Mrs Frank Fox, Mrs. E. W. Livensburger and Mrs. F. R. Atwood. I 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 WAR designed as a big flower basket with green sides and various kinds of artificial flowers showing ground 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 5. which was an E. W. r. Thirty. This machine was dressed with purple chrysanthemums It was one of the most striking machines in line and was a strong hadder for a prize Over the top, instead of the conventional auto top, an artistic formation of vines was erected that add-

ad bust enough beauty to not off the If A Remote with wife and family rame seat. No. 14 detetag a bassables Manual construct with purple official

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No. 18 was one of original designs of entered by F. I. Wi he took his greate signed as a locomoti part, except that f white to resemble t was modeled at with pink and wh From the front to t been followed close sound of the bell, kept ringing.

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Mrs. C. F. Mass Ford, which was de sunflowers.

A large Rambler of A. J. Evans. Ti radiator was a large to be a lucky emblen a prize It was we honor winners, too.

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7,175 A squad of twenty-five motorcycle 71198 riders, under command of Harry Graff. No. 3 was the first prize winner in the 0.173 9 184 formed a guard along the procession and 0'193 kept persons from plucking the blossoms 7:176 from the cars. 0 181 The motorcycle riders not only protected the cars and kept them at proper dis-0 187 tance, about three to the square, but also 5 178 cranked the machines in case they had 9 177 stopped, thus saving the drivers the trou-9 165 ble of climbing from behind their banks of flowers. To the motorwise the pageant had far Mrs. Ed Rosenberg. more significance than the floral display. It demonstrated the ability with which Club this modern invention of speed and en-1dent durance can be perfectly controlled. Drivdesign was that of a flower basket with a New large handle extending in an arch over the seats and the heads of the occupants. ing in a parade is one of the most difficult tasks for a motorist, but all disional The flowers used were artificial blackplayed expert skill in yesterday's proceseyed 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, lavehed her best Another striking feature was the number of women who piloted cars and the many children who poked their beaming congratulations and thought worthy of faces between the masses of fragrant flowers. This was a visual argument to the first prize. No. 6 was a Premier car elaborately decorated with real flowers and driven all skeptical that the motor careof today is absolutely safe. by John Bertermann, accompanied by his wife and family. This was one of the 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 most expensively designed cars in the pageant and was covered with American beauty roses. At the four corners of the never found a city where so many women car and in the center were drive machines as in Indianapolis. drapped pillars on top of which rested First Prize to L. G. Deschier. large pots of blooming azaleas. red ribbons were wound here and there First prize in the private owners' class in an artistic mass and added to the was won by Louis G. Deschler in a Chalgeneral magnificence of the display. mers touring car. The machine was No. 7 was a Rauch and Lang electric, driven by James Neilson, and five young driven by Mrs. Frank Fox, Mrs. E. W. girls rode in the rear seats, dressed in-Livensburger and Mrs. F. R. Atwood. It pure white gowns and carrying large bunches of Easter lilies, Miss Amelia Sandborn, Miss Ruth Perry, Miss Ortrud was decorated with blue and white artificial flowers... The next car was No. 8, which was a Hupp driven by Mrs. F. I. Willis, accom-Schmidt, Miss Mabel Meurer and Miss Lucretta Aneshaensel. panied by her little daughter. It was designed as a big flower basket with The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleynse ferns. In the rear of the car was a large gold basket filled with illies, green sides and various kinds of artificial flowers showing around the edges. It looked like a hig basket that had just and from this wide strips of white ribbons been brought to the city after a ramble were hung in festoon shape along the car through the woods, where it had been filled with fresh wild blossoms. and fastened in large bows on the hood. The machine was decorated by Berter-Jake Kuhn drove the next car, No. 9, which was an E-M-F Thirty. This mamann Bros.' Company and the design was made by Irvin Bertermann, who followed chine was dressed with purple chrysan-themums. It was one of the most strik-Mr. Deshcler's idea of bringing out the emblem of springtime. ing machines in line and was a strong bidder for a prize. Over the top, instead of the conventional auto top, an artistic Second prize was won by E. G. Sourbler formation of vines was erected that addin a Marion touring car, with Mrs. E. G. Sourbier, Mrs. Will H. Brown, Mrs. H. C. ed just enough beauty to set off the whole in an ideal fashion. Stutz and Mrs. F. J. Sleght. This was, H. A. Russell with wife and family came next, No. 10, driving a Rambler. It was covered with purple artificial perhaps, the most expensively decorated machine in the parade, as it was, like the first winner, adorned with natural flowflowers. The entire body of the car was covered with American beauty roses and pink Massed With Chrysanthemums. carnations. At the sides of both the front and tear seats large baskets were sus-The next car was a Buick entered and pended, in which the roses poked their driven by Malcolm G. Porter. He was bright red heads for out at the end of

and informed the fortunate winners.

Covered With Lilles.

private owners' division, entered by Louis Deschier and accompanied by his com-pany of five young girls. This Chalmers car was covered with white Easter lilles. 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 She was accompanied by Mrs. Frank Schussler, and both women were dressed in black and wore black hats with black motoring veils. The

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The car was clothed in a solid mass of white Easter lilies, 1,000 in all, and farleynse ferns. In the rear of the car was a large gold basket filled with lilles. 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. Deshcler's idea of bringing out the emblem of springtime.

Second prize was won by E. G. Sourbier in a Marion 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 flow-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 tong stems. The running boards were covered with pink carnations. The women. were dressed in white, with white motor-ing valls 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 & Some

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ning Marion car, driven by Edward Sour winning Olds, entered and driven by G. O.

J. W. Patterson drove the next car, which was entered by Flanner & Buchan-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 Hupp, entered by F. I. 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 y of 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 ringings

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 quief running Studebaker electric was the cause of universal praise from the thousands of speciators. It was driven by Miss Lesley thay, 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 each oped the entire machine. In front of the car the name Studebaker was worked in red roses on a hackground of ferns

Following this was another Bulletaker car entered by Frank stain. It was a THE LOUPING PAY WHICH WIS THE PLAN. contain decorated

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Among the many beautiful cars in line 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 smilex. 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 Bockwood 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 fine of speciators 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 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 arlificial flowers

Mrs Joseph Holmes was the next en-Mani disting a large Premier touring It was dressed in sale attire of natural and artificial flowers and frapings of ribbaths and tanting

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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 poinset-tias. 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 adbetween the decorations. Sandage artificial flowers.

A large Stearns came next. It was entered by the Co Auto Company and was large decorated with green drapings to majoh imitated. Several reloved menowers the budy and with actificial wild flowers busy working on the true and now the strewn everywhere. In front, worked with and then rested from their shore long

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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 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

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A large Rambier can came set govern with artificial flowers and to fever on the rulestor was a herse transferon paralated to be a furty emblers and ald in capturing | a prize it was well up in the ranks of honor winners, too.

A quier running studetoning electric man the cause of universal pealed from the thousands of speciators. It was driven by Miss Lesley thay, 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 elab-

orately decorated.

The occupants in this car were Ruth Culbertson, Wilds, 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 tour-ing machine. Its bright, shining body and polished metal parts appeared to advantage between the decreed to between the decorations of

vantage artificial flowers.

A large Stearns came next. It was entered by the Co Auto Company and was decorated with green drapings to match imitated. Several colored men- were the body and with artificial wild flowers strewn everywhere. In front, worked with and then rested from their "labors" long

a receiled the Pract ! deten geraffit en 10 10 1000 tions was me in particular which the green and marketing from the promotion bere-neer of the ettropidities mad the beautiful efform of the collecting. It was in alleviations I require which carries a fathrane laboration ettractie in ine Syntaity, and the Steam William front ter temportified by the addition of The remarked expends probable and these was an included a second of the expense o Element is crossed control only in the second of the control of th Men Owen Mathematical Mrs Depaid Rescham Mrs. Rostoni Blowart, Mrs. would and Miss Carrell Amile

by Mee The Company of the came nest, different entirely with white and pink carnations. As the easy running car paned through the line of speciators it left a trail of the fragratice from the natural bloscome and

A Rea entered by Cecil Olbean, came next it was decorated to represent an autumn scene, being covered with arti-ficial branches of trees and brown and golden leaves.

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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 tine, a large Warren Detroit, which was

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FLOWERS FOR VINCENT.

in keeping with the rest of the procession, being well decorated.

The next machine in line, being in the store for the successful way in which he class entered by dealers, was the prize- helped to conduct the parade. E.R. Vincent was presented with a large.

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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 growd 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 ndlan-apolis 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

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 properalistance, 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 In the front lamps, instead of a flicker-

ing 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 spec-tators. "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 utdes of the ship and the stars of ered 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 chair. 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 youth-ful sons of Frank Willis and Charles A.

Tutewiler. . The float was fifty feet long and the drapings, 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

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 chrysenthemy with blue and white chrysanthemums. The body was also covered with the same artificial flowers and carried out the color

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 Rambier machine driven by Victor Jose and accompanied by his wife and family. Red roses were

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The motorcycle riders not only proceded the cars and kept them at proper dis-

tance, 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 diffi-cult tasks for a motorist, but all dis-played expert skill in yesterday's proces-Another striking feature was the num-

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ber 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. Deschier.

First prize in the private owners' class was won by Louis G. Deschler in a Charmers touring car. The muchine was driven by James Neilson, and five young girls rode in the rear scats, dressed in pure white gowns and carrying large bunches of Easter lilles, Miss Amelia Sandborn, Miss Ruth Perry, Miss Ortrud Schmidt, Miss Mabel Meurer and Miss Lucretta Aneshaonsel.

The car was clothed in a solid mass of white Easter liles, 1,000 in all, and farleynse ferns. In the rear of the car was a large gold basket filled with lilles. 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 Berter-mann Bros. Company and the design was made by Irvin Bertermann, who followed Mr (Nesheler's Mea-of bringing but the emblem of epringtime

Remark prize was won by E. O. Houghber in a Marion touring car with Mrs 2, 40 South and Mrs. Will H. Helman, Mrs. H. Stutz and Mrs. F. J. Slegght. The was perhaps, the most expendency described pole / Since the this particle, and it was the the Ares winder above to be entry to the The entire had at the car man and ஓக்குக் 📦 🖎 ஆக்கர்காலும் இன்ற நிற பாருக்கு அமைத் நாம்கு careattenia. At the cides of burt the found particularly by william the make guidens there Surgery and sureduction for the state and of erreite en evene erfeite eine eine beite fie bereite program 2 will be public to the time " and we come to ware torquely a white will which make Then we the frequency to the belonger the final The state of the s the time was an expension to be expensively by a and an appropriate A. Seemen The house of the second terms in the

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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 blackeyed daisles, and the black and gold color scheme won much applause. It was upon this car that Mrs. William E. English, chairman of the judges, lay the 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 car and in the center were erected drapped 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 Langrelectric driven by Mrs Frank Fox, Mrs. E. W. Livensburger and Mrs. F. R. Atwood. I 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 WAR designed as a big flower basket with green sides and various kinds of artificial flowers showing ground 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 alled with fresh wild blossoms

Jake Kuhn drove the next car, No 5. which was an E. W. r. Thirty. This machine was dressed with purple chrysanthemums It was one of the most striking machines in line and was a strong hadder for a prize Over the top, instead of the conventional auto top, an artistic formation of vines was erected that add-

ad bust enough beauty to not off the If A Remote with wife and family rame seat. No. 14 detetag a bassables Manual construct with purple official

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No. 18 was one of original designs of entered by F. I. Wi he took his greate signed as a locomoti part, except that f white to resemble t was modeled at with pink and wh From the front to t been followed close sound of the bell, kept ringing.

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Mrs. C. F. Mass Ford, which was de sunflowers.

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Covered With Lilles.

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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 lilles, 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 farleynse ferns. In the rear of the car was a large gold basket filled with lilles. 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. Deshcler's idea of bringing out the emblem of springtime.

Second prize was won by E. G. Sourbier in a Marion 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 flow-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 tong stems. The running boards were covered with pink carnations. The women. were dressed in white, with white motor-ing valls 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 & Some

The dealer's prize was won by W. A. Wildlack in an Ottombile Limited which was dressed in a solid mas of artinotal vellow chrysenthemapse in the Wildbard Mrs. A. P. Fra. Miss. Mary Miles Fox. Miss. Edward St. St. Company and Mary Deposits Mrchiseles Like much of the exhar care the Comes occupants to take

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this car that Mrs. William E. English. chairman of the judges, lave hed her best congratulations and thought worthy of

she 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 drapped pillars on top of which rested large pots of blooming azaleas. 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. Livensbarger and Mrs. F. R. Atwood. It was decorated with blue and white arti-

ficial 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 chrysan- car themums. It was one of the most strik- large ing 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 Rorothy Has-Rett. This machine was massed all over with brown and gold artificial chrysan-In the front of the car a themums. large awan made of white flowers was suspended and is its mouth held reins of white ribbons which extended back to the top of the maching where a large doll dressed in white held them. The

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Another striking leature was the himber 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 the first prize. 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 naver found a city where so many women

drive machines as in Indianapolis.

First Prize to L. G. Deschier.

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.

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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 Rorothy Has-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

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ning Marion car, driven by Edward Sour winning Olds, entered and driven by G. O.

J. W. Patterson drove the next car, which was entered by Flanner & Buchan-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 Hupp, entered by F. I. 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 y of 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 ringings

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 quief running Studebaker electric was the cause of universal praise from the thousands of speciators. It was driven by Miss Lesley thay, 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 each oped the entire machine. In front of the car the name Studebaker was worked in red roses on a hackground of ferns

Following this was another Bulletaker car entered by Frank stain. It was a THE LOUPING PAY WHICH WIS THE PLAN. contain decorated

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Wildhack.

Among the many beautiful cars in line 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 smilex. 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 Bockwood 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 fine of speciators 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 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 arlificial flowers

Mrs Joseph Holmes was the next en-Mani disting a large Premier touring It was dressed in sale attire of natural and artificial flowers and frapings of ribbaths and tanting

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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 oped 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 poinset-tias. 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 adbetween the decorations. Sandage artificial flowers.

A large Stearns came next. It was entered by the Co Auto Company and was large decorated with green drapings to majoh imitated. Several reloved menowers the budy and with actificial wild flowers busy working on the true and now the strewn everywhere. In front, worked with and then rested from their shore long

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

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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 conmercial 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 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

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A large Rambier can came set govern with artificial flowers and to fever on the rulestor was a herse transferon paralated to be a furty emblers and ald in capturing | a prize it was well up in the ranks of honor winners, too.

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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 "busy working" on the truck and now

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Following this was another Studelaker car entered by Frank Maley It was a large touring ear, which will also elab. orately decorated

The occupants in this ar were Ruth Culbertson, Wilda Culbertson, Lucy Woodbridge, Ruth Josila, Helen Wairum 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 tine, a large Warren Detroit, which was

is that the most fine with the same to constant processes. The cost to other at the Singapore buills in this country, bus in The received with analog in being Marma A through and watch has it the machine were word Orwine Bereichteltwie in MIN INDIAN d en ethinger. -Brennin I Denographen, 300 cm William Burch. Westell mark Millen Claumstall Streettle.

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A Ren entered by Certi dibson, came

mest It was decompted to represent an Authors arene foling concerns with with Ender CATES

A truck from the House of Crane, chear

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

Mrs Joseph Holmes was the next entrant, driving a large Premier touring car it was dressed in gala attire of hotural 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 entrants in the best '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.

in keeping with the rest of the procession, being well decorated.

The next machine in line, being in the store for the successful way in which he class entered by dealers, was the prize- helped to conduct the parade. E.R. Vincent was presented with a large.

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